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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 31, 1873.

New Depot of the Pennsylvania Railroad Company.

The market house at the N. E. corner of Sixteenth and Market streets, Philadelphia, but a short time ago frequented by the housekeepers of the neighborhood, has been transformed into a freight depot, which, in connection with the adjoining depot, thrown, as it has been, into one vast freight room, makes it the largest and handsomest in the city. The extension was greatly needed to accommodate the great quantity of merchandise for shipment over the Pennsylvania Railroad. The arrangements for receiving and shipping freights are most complete, each platform having its offices with their scales for weighing the freight. The scales of the new depot have just been put in, and are of RIEHLE BROS.' make, which possess peculiar advantages, and appear to be the favorite scale for this and other purposes, as they are daily becoming more generally used. We find, from investigation, that there are nearly one hundred scales in use at the present time along the line of the Pennsylvania Railroad, varying in value from $150 to $2,500, made at the Philadelphia Scale Works (about forty of them are in the various depots in Philadelphia.) There is said to be more general merchandize weighed upon this make of scales in Pennsylvania than all others combined. This indicates the high esteem in which the patented scales of this firm are held, and a proof of the superiority of Philadelphia mechanics.

BANKING HOUSE

—OF—

JAY COOKE & CO.

No 20 WALL STREET, New York.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the* **7 3-10** *loan is now being disposed of* through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at **1.10**, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The Company has more than 500 miles of its road built and in operation, has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics at current rates.

JAY COOKE & CO.

Southern Central Railroad.

The Southern Central Railroad Company is authorized, by an act of the Legislature passed on the 27th of March last, to charge a fare not exceeding four cents per mile, and four cents for any fractional distance less than a mile, on their road, provided they shall furnish commutation or mileage tickets in amount not less than ten dollars, not transferable, at the rate of two cents per mile and two cents for any fractional distance less than a mile; and provided further, that for single passenger tickets sold at said company's ticket offices they shall not charge more than three cents per mile and three cents for any fractional distance less than a mile, except so far as may be necessary in any case to make the amount of fare a multiple of five, and said company shall keep its offices open for the sale of tickets at least fifteen minutes before the starting of trains.

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

EXCHANGE

—ON—

LONDON,
PARIS,
BERLIN,
FRANKFORT,
BREMEN,
VIENNA.

CABLE TRANSFERS,
Circular Letters,
COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

The Siberian Pacific Railroad.

It is announced that the construction of the Russian Trans-Continental Railroad, to connect the Baltic with the Pacific through Siberia, will be commenced as soon as arrangements can be made, and probably before the end of this year. It will commence at Nijni-Novgorod, in the Volga—in the basin of the Caspian—600 miles from St. Petersburg, in latitude 56 degrees, and run in an eastward direction 600 miles to the summit of the Ural chain, and 250 more in the same direction to Novolosk; thence east southward through Tomsk and Krasnogarsk 1,500 miles to Iskoutsh, on the shores of Lake Baikal in latitude 53 degrees; and thence the route to the Pacific, a distance of 1,500 miles, will be determined by a survey yet to be made. Such is the general project, but no working surveys between Novgorod and Iskoutsh have yet been made, and the plans may be altered. The total distance to be built is about 4,200 miles, and of this distance more than 3,000 will be north of latitude 50, and much of the distance in the basin of the Arctic Ocean, north of the Altai Mountains, and at a considerable elevation above the sea, so that it is

almost certain the road will be closed to travel for five months of the year in some parts of its route by snow and ice. The Pacific terminus will probably be at Alexandreffsky, on the Japanese Sea, in latitude 42, that being the chief port of Manchooria since the transfer of the Government offices from Nicolaieffsk, on the Amoor river. Nothing is said of the time when the road is to be finished, and a long time will elapse, as the work will advance only from the west. Its completion, however, when it does come, will be a great benefit to the coasts and commerce of the North Pacific.—*Alta California.*

Northern Central Railway.

The committee of five of the stockholders of the Northern Central Railway Company, appointed at the annual meeting in Baltimore, February 27th, 1873, to negotiate with the Pennsylvania Railroad Company for the permanent lease of the Northern Central Railway and its leased roads, have prepared and printed their report, to be submitted to the stockholders in advance of their next meeting, to take action on the same. The committee, it will be remembered, comprised Messrs. Thos. C. Jenkins, A. Loudoun Snowden, Henry Webster, Jno. S. Irich and H. G. Mosher. A very complete review of the condition of the road, its finances and resources, is made by the committee, including many of the statements fully reported at the annual meeting in February. The conclusions arrived at are as follows:

That the management of our road has been honest and as vigorous and effective as was possible under all its surroundings. If the company owned or controlled lines leading to all the important trade centres of the west, its policy might, at times have been different. But being largely dependent upon the Pennsylvania Railroad, and the Philadelphia and Erie, (one of its leased roads,) for business, the management of the Northern Central road could not always possess that freedom of action which an independent road owning or controlling its own feeders would have had. A great difficulty to the road as a coal road is in its high grades towards the Baltimore terminus, practically making the expense of movement three times as great between Baltimore and Harrisburg as between Sunbury and Harrisburg; another drawback is the fact that return freight falls far below paying for the actual expense in returning cars to the source of freight supply. The terminal facilities at Baltimore are inadequate to the economical and expeditious handling of the freight centreing here. The Elmira division requires a large expenditure to place it in proper condition for the traffic that should come over it. How the means for these large and necessary expenditures are to be raised in the present condition of the company, and in view of the financial condition of the country the committee is not prepared to indicate. The floating debt is now as large as prudence would permit. The committee says:

The next and the great obstacle our road has encountered within the last nine years is competition. In 1864 we could charge almost local rates between Harrisburg and Baltimore. Now all freight from and to Baltimore passing over our road from or to the West has vigorous competition in other railroads which have completed through connections, whilst the Baltimore bard coal traffic, which was exclusively ours, is now divided with the Reading road, which is of course a strong rival for this traffic at a number of important points on our road.

Indeed, all along our road, from Baltimore to its terminus, wherever there is a traffic worth cultivating, competition has sprung up, and carrying rates consequently reduced to figures scarcely remunerative.

After making full allowance for all the unavoidable causes that it is claimed interfered with our last year's business, your committee cannot perceive how the company as at present situated, and with its present low rates, can carry on its business, maintain its credit, and pay to its stockholders any reasonable dividends, unless we largely increase our equipment and facilities for carrying freight, very largely increase our terminal facilities at Baltimore, and by a liberal expenditure upon the Elmira division place it in condition to do a largely increased business.

To obtain the means absolutely necessary to accomplish these important results would seem very difficult with our present credit, and in our present situation.

One method by which it might be accomplished, without resorting to a lease, is by appropriating for years to come all the earnings of the company to meet these expenses and take care of the floating debt.

Besides the delay occasioned in the prolongation of the work, it may perhaps be doubtful if the stockholders would be willing to do without dividends for so long a period. It would be an especial hardship upon those holders of our stock who depend largely for a subsistence upon the dividends of our road. To announce this as the policy of the company would result in the immediate decline in the market price of our stock to very low figures. Those who would be forced to sell to invest in some other security yielding a return upon which they could depend for a living would be seriously injured by this action, in the depreciated value of our stock.

Are we prepared as stockholders, to meet this phase of the case? No array of figures drawn from fictitious or unreliable sources, or deductions made from unfair, incomplete or illogical premises should be permitted to delude us into the belief that as at present situated our company can, without a lease, pay next year and the years following dividends to its stockholders bearing any proportion to the ordinary rate of interest allowed for the capital invested, unless we raise a very large sum of money at once.

In view of all these facts and of the urgent necessity of a policy that will continue dividends to the stockholders, your committee is forced to the conclusion that it is the interest not only of all our stockholders, but of the Pennsylvania Railroad, that the latter should lease our road upon a fair rental, and take the management within its own hands.

Under the control of this wealthy and powerful corporation many of the expenses incident to an independent road would be dispensed with, the separate organization for the management of the road would cease, and many other expenses now incurred by the company would be largely reduced.

In all this there would a large saving, but the principal advantage would be in the immediately increased facilities for doing business, by a large expenditure of money necessary to make our road a paying corporation.

Your committee after determining the wisdom of this policy, had a meeting with the officers of the Pennsylvania Railroad Company, and long discussions followed as to the value of the road and the terms upon which a lease could be effected. The officers of the Pennsylvania Railroad did not give us to understand that they were anxious to obtain a lease of the road, and have made no proposition to that effect, although they admitted that in some respects it would be an advantage to their road.

They also stated that a large expenditure of money was absolutely necessary to place the road in proper condition, which they would expend if the lease was tendered them on terms they could accept. Your committee feel satisfied that on a tender from us a lease could be effected with the Pennsylvania Railroad upon an annual rental equivalent to six per cent per annum upon the stock, and the assumption by that company of all the indebtedness of our corporation. Without authority to make the tender, and without coming to any definite conclusion, your committee decide to report the facts, and learn from you, as the responsible parties in interest, upon what terms you would be willing to lease the road, &c.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1872 and 1873 were as follows:

From passengers	$212,021 58	$228,045 39
" merchandise	489,834 61	457,244 35
" mails	11,160 00	11,160 00
" rents	1,981 86	2,400 75
" express	7,500 00	7,500 00
" miscellaneous	276 60	4 75
	$722,774 65	$706,355 24
Expenses, viz:		
Passenger department	$25,011 85	$35,504 12
Merchandise "	42,537 40	53,873 54
Locomotive "	165,541 99	174,941 57
Maintenance of way	122 469 49	116,275 71
General expenses	18,414 44	18,572 00
Miscellaneous expenses	33,953 02	39,501 76
State tax	56,357 10	50,583 83
	$464,285 29	$489,252 53
Balance of earnings	$258,489 36	$217,102 71
Less new rail account	70,748 01	56,038 01
Net earnings	$187,741 35	$161,064 70
Add balance of income per last report		146,660 96
Total income		$307,725 66
From which deduct—		
Balance of interest and U. S. internal revenue accounts	$11,298 92	
Dividend Dec. 1, 1872, $4 per share	119,924 00	
Dividend June 1, 1873, $4 per share	119,924 00	
		251,146 92
Balance of income account		$56,578 74

The unusually severe weather and great fall of snow during the past winter have been unfavorable to the road, in increasing the expenses of operation and diminishing the business.

The contingent fund is increased to $97,997.

During the year 1,548 tons of new rails and 48,863 new sleepers have been placed in the track; and 2,465 tons of rails have been taken up, repaired, and relaid.

We have built one new freight locomotive, and one passenger and four merchandise cars, which are an addition to the equipment of the road. We have also built twenty merchandise cars to replace old ones; and the road and furniture are in good condition.

The Sugar River Railroad has been constructed to its junction with the Sullivan County Railroad in Claremont, as intended, and it has been in operation to that place since last September. An early completion of the road has been desirable in order to secure the benefit of the business on its line; and the large interests of this company in the road have rendered it desirable that it should extend what aid it properly could for that purpose. Delay in the collection of some of the subscriptions made to aid the construction of its road has prevented the Sugar River Railroad from making the expected payments to this company for supplies furnished for the road; and hence it has been necessary for this company to supply the place of the moneys not paid by that road, by temporary loans, which ultimately will be provided for by the Sugar River Railroad. This, together with the large increase of stock on hand, and the accounts in the agent's department, will explain the item of bills payable in the accompanying trial balance of the treasurer.

The contracts referred to in the Annual Report for 1872, relative to a line for Western business, have been attended with large charges against this company during the past year, arising from the operations of preceding years in connection with last year. It is not expected that so large charges will be incurred in future; and modifications of those contracts have been suggested,

which, if effected, will render them more favorable in that respect. Under the circumstances, we have deemed it proper to provide for those charges from other sources, instead of taking them from the income of the past year.

The equipment of the road March 31, 1873, was as follows: 11 passenger and 16 freight locomotives, 412 long and 108 short merchandise cars, 16 passenger, 6 baggage and 20 gravel cars. Number of miles run by passenger trains, 181,179; by freight trains, 319,098; by other trains 6,571—total, 506,848. Number of passengers carried 195,406; do., carried one mile, 8,060,748. Tons of merchandise carried, 411,888; do., carried one mile, 25,057,849.

TRIAL BALANCE SHEET, March 30, 1873.

Construction		$3,068,400 00
Rails	$7,693 62	
Oil	1,706 17	
Waste	205 64	
Fuel	92,575 11	
Shop stock	61,985 26	
		164,165 80
703 shares Northern Railroad, N. H.		37,228 84
Contracts		108,223 90
Cash		67,654 06
Agent's department		115,824 87
Boston, Nashua and Lowell R. R.		18,978 53
Bills receivable		10,500 00
		$3,590,975 50
Stock		$3,068,400 00
Income		56,578 74
Contingent fund		97,997 00
Bonds due April 1, 1874		102,100 00
Dividends unpaid	$9,696 76	
Coupons unpaid	216 00	
Coupons, April 1, 1873	3,063 00	
		12 975 76
Bills payable		133,000 00
Dividend June 1, 1873		119,924 00
		$3,590,975 50

President.—ONSLOW STEARNS.

Directors—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, Charles F. Choate.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

Canadian Railways.

We hear reports of satisfactory progress from several lines now under construction. The Canada Air Line was formally opened for traffic on the 26th inst. This undertaking has been pushed through with great energy. On the 20th inst. the running of regular trains on the western section of the Canada Southern Railway was commenced, so that these rival lines have about an even start. Together they give the southern counties of Canada all the railway facilities they could wish in an easterly direction; and when two or three proposed lines running northerly are constructed this district will be in easy reach of several markets. It is believed by the officers of the company that the Toronto, Grey and Bruce will be completed to Owen Sound in August, as the work is now making satisfactory progress. The construction of the Credit Valley Railway from Toronto to Campbellville, 35 miles, and from Streetsville to Alton, 30 miles, is secured. The line is located to Campbellville and portions are being graded. A sectional bye-law will be submitted in Wellington county in June for a bonus of $150,000 to aid in extending the line from Bell Fountain to Fergus, Elora and Salem, and from Alton to Orangeville. An agitation is going on to raise bonuses to extend the line ultimately to St. Thomas on the Canada Southern, and a good deal of interest is manifested by various municipalities in securing that object. We observe that the management of the Whitby and Port Perry line has been changed: Mr. James Austin of Toronto has been elected President, Mr. James Michie Vice-President, and Mr. James Holden of Whitby, Managing Director. A change has been made in the North Shore Company of Quebec. A new and strong board has been elected composed of the following gentlemen: Jas. G. Ross, E. Beaudet, J. B. Renaud, Willis Russell, Col. Rhodes, Hon. T. H. McGreevy, John Burstall, A. Thomson. The first named gentleman, a wealthy and respected citizen of Quebec will have the Presidency. It is expected that the enterprise will now be pressed forward with energy. At the annual meeting of the Hamilton and Lake Erie Railway, held on the 21st, it was stated, that the road to Jarvis would be ready for the rails in four weeks. A letter was read from Mr. C. J. Brydges, in which he stated, that as soon as the road between Hamilton and Caledonia was in running order, he was prepared to run a daily train between these points. Hamilton has granted a bonus of $100,000 to the projected Hamilton and Northwestern Railway.—*Monetary Times.*

Trial of the Westinghouse Air Brake.

A number of experiments were made yesterday to test the new Westinghouse air brake, in presence of a committee of the Franklin Institute and a large gathering of railway officials. A train, consisting of a locomotive and tender and seven cars, to which the new brake had been fitted, left the Pennsylvania Railroad depot yesterday afternoon. The brake is so constructed that it may be instantly applied from any part of the train, and, by an automatic action, in the event of any car being thrown from the track or becoming detached from the rest, the disruption causes an immediate application of the brake both in the detached cars and in those still coupled to the locomotive, bringing the whole to a standstill.

The first experiment was the application of the brake by the engineer in answer to a signal given by the conductor. The train was going at the rate of thirty-five miles an hour, and was brought to a standstill in sixteen seconds and 503 feet—a trifle over its length—from the point at which it was when the signal was given. The second trial was by applying the brake from the interior of one of the cars. The rate was thirty-five miles an hour, and the stoppage took place in fifteen seconds and 506 feet. The third experiment was by uncoupling five cars while going thirty miles an hour. The five cars suddenly uncoupled stopped in 11 8-10 seconds and in 367 feet; the locomotive and the rest of the cars stopping in about the same time.

Two experiments were then made by severing the locomotive from the train. In the first, the rate was 40 miles, time 10½ seconds, and distance 265 feet, and in the second trial, the rate was 45 miles, time 10½ seconds, and distance 265 feet. A trial was then made to stop the train by suddenly applying the brake in one of the cars, the engine remaining open and working ahead. The train was then travelling at about 36 miles an hour, and was still 15 8-10 seconds after the brake was applied, having gone 502 feet in that time. Two full stops were then made in succession to test the time required to get the train in motion from a state of rest. In the first trial the time was 4½ seconds, and in the second, 2 8-10 seconds.

Attached to the brake, and under each car, an iron arm projects downwards, its lower end being about six inches from the level of the rails. In the event of the car running off the track, the wheels would naturally sink, and the bottom of the arm coming in contact with the ground, immediately causes the brake to operate. This was tested by placing an obstruction on the track, high enough to catch the arm, which, when it was reached, brought the train to a halt in a few seconds. The brake acts uniformly and simultaneously throughout the train, a pressure being brought to bear on each wheel. It acts without causing the slightest jolt, and passengers, unprepared for the event, would not be conscious of its application but for the quickly diminished speed.—*Philadelphia Ledger, May 21.*

Chesapeake and Ohio Railroad.

Pertinent to the subject of cheaper transportation of Western field produce to the seaboard markets, and also to the expansion of American iron-manufacturing and mining interests, are the facts contained in a recently published pamphlet of Messrs FISK & HATCH, bankers, of this city, descriptive of the lately opened Chesapeake and Ohio Railroad, and of the country and resources along its route. To all of the above industries and interests, as well as to agriculture, this great road is closely allied. Instead of trusting wholly to the short season of lake and canal routes, or to the more costly all rail transportation over long distances, or to the risks and delays of the circuitous route through the tropical Gulf of Mexico, Western products may be better accommodated by using the Ohio River from its mouth to its confluence with the Guyandotte, 650 miles, where (swollen by its great southern affluents) it begins its general westerly course. At this point, and again at the head of navigation on the Kanawha, the internal river system of cheap transportation is connected with that of the sea by means of the Chesapeake and Ohio Road, making the shortest and easiest portage between the two water-ways, having by far the lightest grades and most favorable working conditions, and scarcely ever interrupted by Winter rigors. By the use of tow-boats, barges, and elevators, such as are now in use on the Mississippi and its tributaries, it is claimed that breadstuffs and provisions can be carried to Atlantic markets at the minimum of expense. All our existing facilities are overtaxed, and the probabilities are that the new route, like the old one, will have all it can carry of the available surplus grown at the West. The route of this road is also known to be bordered with massive iron ore deposits, and at another part it cuts through probably the richest coal fields in the world. New mining, manufacturing, and mechanical sites are springing up, and ultimately Virginia must become another Pennsylvania, dotted with busy shops and forges. The pamphlet we allude to (which may be had gratis on application to the bankers) also contains valuable information concerning the agricultural, timber, and mineral values of the country, together with an account of its natural scenery, medicinal springs, and other objects of interest, which will draw travelers over the line for pleasure, profit, or health, while the material attractions will also doubtless draw many for residence.

☞ The Bethlehem Iron Company, of Bethlehem, Penn., own three blast furnaces, and are erecting two additional ones. The present capacity of the furnaces is 30,000 tons of pig iron per year, which will be doubled when the new works are in operation. Of ore, 70,000 tons, and coal, 75,000 tons a year are used in the manufacture of the iron. In the rolling mill of the company 20,000 tons of rails are turned out annually. They are also erecting extensive works for the manufacture and rolling of Bessemer steel, which will be completed some time during the year.

☞ The directors of the Concord (N. H.) Railroad, elected on the 27th inst., are: Wm A. Tower, John E. Lyons, Onslow Stearns, James W. Johnson, Frederick Smyth, Joseph P. Pitman, John A. Spalding.

General Railroad Law of New Jersey.

AN ACT to authorize the formation of railroad corporations and regulate the same.

(Continued from page 649.)

15. *And be it enacted*, That the president and directors of any company incorporated under this act, shall have power to have constructed, or to purchase with the funds of the company, all machinery, engines, wagons, carriages or cars for transportation of persons or any species of property on the said railroad, and any such company shall have power and be authorized to demand and receive such sums of money for the transportation of persons and property on said railways and their connections, and for any other services connected with the business of transportation on or over said railways or to and from the same as it from time to time shall think reasonable and proper; *provided*, that said company shall not charge more than three cents per mile for carrying each passenger, and tickets for passengers shall be good until used, but no charge shall be required in the aggregate to be less than ten cents, nor shall said company charge more than ten cents per mile per ton for the transportation of any description of property; *provided*, that any company formed under the provisions of this act shall not be entitled to charge or receive any greater sum of money for freights upon goods, wares or merchandise transported between way stations, or between a terminal station and a way station than they charge and receive for freight upon such goods, wares, and merchandise between the terminal stations of such railroad, and the said railroad with its appendages, and the lands over which the same shall pass, and all the work and improvements, and all other property whatsoever belonging to the company shall be and are hereby declared to be vested in the said company, and its successors, for and during the continuance of its charter.

16. *And be it enacted*, That the president and directors of any company incorporated under this act shall declare and make such dividends as they may deem prudent and proper from time to time, out of the net profits of the said railroad.

17. *And be it enacted*, That any company incorporated under this act may purchase, have and hold real estate at or near the commencement and termination of said road, or at any other point on the line of the said road where the directors may think proper to establish a depot, not exceeding ten acres at each place, and may also erect and build thereon houses, warehouses, workshops and such other buildings and improvements as they may deem expedient for the safety of their property and for other necessary uses appertaining to their business, and receive the rents and emoluments thereof, and may build and maintain over such streams as the road may cross, such piers and bridges as they may deem expedient; and that all lands, tenements, hereditaments and real estate acquired by any such company not used by it for the immediate use and occupancy of its rails, tracks, depot and freight buildings shall be subject to the same tax as the property of individuals, and said tax shall be assessed, levied and collected by the authorities where the same may lie, in the same manner as other taxes are levied, assessed and collected, any law, custom or usage to the contrary notwithstanding; and that it shall be lawful for any corporation incorporated under this act at any time during the continuance of its charter to lease its road, or any part thereof, to any other corporation or corporations, of this or any other state, or to unite or consolidate as well as merge its stock, property, franchises and road with those of any other company or companies, of this or any other state, or to do both; and such other company and companies are hereby authorized to take such lease, or to unite, consolidate as well as merge its stock, property, franchises, and road with said company, or to do both, and after such lease or consolidation the company or companies so acquiring said stock, property, franchises and road, may use and operate such road and their own roads, or all or any of them and transport freights and passengers over the same, and take compensation therefor, according to the provisions and restrictions contained in this act, notwithstanding any special privilege heretofore granted, or hereafter to be granted to another corporation for the transportation of freights and passengers between any points on the lines of said roads or any other points within or without this state; *provided, however*, that nothing in this act shall authorize any railroad companies incorporated under a special act of legislature to charge for transportation of freight or passengers over the roads constructed under said special act more than they may be authorized to charge by the provisions of their respective acts of incorporation.

18. *And be it enacted*, That if any person shall willfully impair, injure, destroy or obstruct the use of the railroad enjoyed under the provisions of this act or of any of their necessary works, wharves, bridges, carriages, or machines, such person or persons so offending shall forfeit and pay to such company incorporated under this act, the sum of fifty dollars, to be by them recovered in any court having competent jurisdiction, in an action of debt; and further shall be liable for all damages sustained.

19. *And be it enacted*, That as soon as any railroad or any part thereof, is in operation, the president of the said company shall file, under oath, or affirmation, a statement of the amount of the cost of the said railroad, including equipment, appendages and all expenses, in the office of the comptroller of the state, and annually thereafter on the first Monday of January of each year, he shall, under oath or affirmation, make a statement to the comptroller of the state, of the cost, equipment, appendages and expenses of said road, including the cost of road bed; and after the said railroad or any part thereof shall be in operation, the said corporation shall pay to the treasurer of this state a tax of one-half of one per centum on the cost, equipments and appendages of said road, including the cost of road-bed, to be paid annually thereafter on the first Monday of January of each year, and such other taxes as may be assessed from time to time by a general law, applicable to all railroads over which the legislature shall have power for that purpose, at the time of the passage of such law or laws and the said corporation shall be regularly assessed and pay tax for the value of its real estate (excepting the road-bed one hundred feet in width), improvements thereon, and personal property as now taxed in the city or cities, township or townships, wherein it lies, at the same time and rate, and in the same manner, for the same purposes, and by the same person or persons, as the other taxes assessed, in said city or cities, township or townships.

20. *And be it enacted*, That any company incorporated under this act, shall have power to borrow such sum or sums of money, from time to time, not to exceed in the whole its paid up capital stock, as shall be necessary to build, construct or repair the road, and furnish all necessary engines and other equipments for the uses and objects of said company, and to secure the repayment thereof by the execution, negotiation and sale of any bond or bonds, and secured by mortgage on said lands, privileges, franchises and appurtenances of and belonging to the said company; *provided*, that said company shall not plead any statute or statutes against usury in any court of law or equity in any suit instituted to enforce the payment of any bond or mortgage executed under the provisions of this section; *and provided further*, that said bonds shall constitute a first lien on the railroad, its cars, real estate and franchises, and the proceeds of said bonds shall be used for the purpose of aiding in the construction of said railroad.

21. *And be it enacted*, That whenever the track of a railroad constructed by a company formed under this act shall cross a railroad, a highway, turnpike, or plank road, such highway, turnpike or plank road may be carried under or over the track, as may be found most expedient; and in cases where an embankment or cutting shall make a change in the line of such highway, turnpike, or plank road desirable, with a view to a more easy ascent or descent, the said company may take such additional lands for the construction of such road, highway, turnpike, or plank road, on such new line as may be deemed requisite by the directors, unless the lands so taken shall be purchased for the purposes aforesaid, compensation therefor shall be ascertained in the manner prescribed in this act for acquiring title to real estate, and duly made by said corporation to the owners and persons interested in such lands, the same, when so taken, shall become a part of such intersecting highway, turnpike, or plank road, in such manner and by such tenure as the adjacent parts of the same highway turnpike, or plank road may be held for highway purposes.

22. *And be it enacted*, That every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which will indicate his office, and the initial letters of the style of the corporation by which he is employed; no conductor or collector without such badge shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office, and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property.

23. *And be it enacted*, That companies whose roads shall be constructed under the provisions of this act shall have the right to connect their roads with any railroads within this or any other state upon such terms as may be agreed upon by those who have the management of said roads, and in case of a failure of an agreement on the part of those having the management of said roads within this state, then and in that case either of said parties may apply to the supreme court within the jurisdiction in which said connection is proposed to be made, whose duty it shall be to appoint three disinterested citizens as herein provided for the condemnation of land, who shall determine and fix said terms, which, when approved by said court, shall be conclusive, and thereupon said companies shall be required to carry said terms into effect; and all companies whose railroads are or shall hereafter be crossed, intersected, or joined, shall receive from each other and forward to their destination all goods, merchandise, and other property intended for points on the respective roads, with the same despatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise, and other property received at and forwarded from the same point for individuals and other corporations.

24. *And be it enacted*, That any such corporation shall, when applied to by the postmaster general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it shall be lawful for the governor of this state to appoint three commissioners, who, or a majority of them, after 15 days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms, and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains than the amount which said corporation would receive as freight on a like weight of merchandise trains, and a fair compensation for the post office car; and in case the postmaster general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof for the service, to be fixed as aforesaid.

25. *And be it enacted*, That if any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, as the

conductor shall elect on stopping the train: *provided*, that no passenger shall be put off on any bridge or in any dangerous place.

26. *And be it enacted*, That every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall within a reasonable time previous thereto be offered for transportation at the place of starting, and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises.

(To be continued.)

Valley (Virginia) Railroad.

(From the Baltimore Sun, May 22.)

All causes of delay heretofore existing in regard to the Valley Railroad have been happily removed, and yesterday the finance commissioners of the city of Baltimore ordered the payment of 30 per cent, the first installment, on the city's subscription of $1,000,000 to the capital stock of the company. The state of facts, under which this result was arrived at is shown by the connected account of proceedings here in the past two or three days, as follows:

At a session of the president and directors of the Valley Railroad, on Monday, in this city, 30 per cent of bonds of the counties of Rockbridge, Botetourt and Roanoke and of the city of Staunton and town of Lexington being presented by their representatives as ready for delivery, a resolution was passed by the board authorizing the president to let the road from Staunton to Salem to contract, which was done on Tuesday. On the same day the president of the Valley Railroad, Mr. Robert Garrett, addressed the following letter to the Hon. Joshua Vansant, chairman of the commissioners of finance:

Baltimore, May 21st, 1873—Hon. Joshua Vansant, Chairman Commissioners of Finance—Sir: I herewith inclose to you a copy of the resolutions of the board of directors of this company, passed at their meeting in this city on May 19th, 1873, in relation to the letting of the entire road of this company, from Staunton to Salem, and also a copy of the contract entered into on May 20th, 1873, to do the work therein specified. I have also to report to you that the counties of Rockbridge, Botetourt and Roanoke, and the city of Staunton and the town of Lexington, have accepted this action, and endorsed such acceptance by the delivery of bonds to the amount of thirty per cent of their respective subscriptions to the stock of this company. Very respectfully, yours,

ROBT. GARRETT,
President of Valley Railroad Company.

The commissioners of finance held a meeting at the mayor's office yesterday, and after due consideration of the statements of Mr. Garrett's letter, and recognizing that the exhibit of resources was satisfactory, and that the putting the road under contract bound all the parties in interest, took action authorizing the register of the city of Baltimore to issue its bonds for the payment of the first installment of 30 per cent on the city's subscription by passing the following preamble and resolutions:

Whereas the commissioners of finance have duly considered the papers this day submitted to them by the Valley Railroad Company of Virginia, together with the various communications and papers heretofore made, submitted and delivered to them by said company, and have arrived at the conclusion that satisfactory provision has been made for the completion of the road, and that payment of the city's subscription may now properly be made from to time as directed by the ordinance No. 59 of the year 1869, being "An ordinance to authorize a subscription of one million of dollars to the stock of the Valley Railroad Company, in the State of Virginia, and a loan to pay such subscription;" therefore be it

Resolved by the Commissioners of Finance, That provision satisfactory to the commissioners has been made by the Valley Railroad Company for the means to construct and complete the said railroad throughout its entire length, from Harrisonburg, in the county of Rockingham, to Salem, in the county of Roanoke, in the State of Virginia, as required by the proviso of the first section of the ordinance of the mayor and city council of Baltimore, No. 59, approved September 14, 1869.

Resolved, That a certified copy of this resolution be transmitted to the register of the city of Baltimore, in order that he may proceed to issue bonds of the city, and pay the city's subscription to said Valley Railroad Company, out of the proceeds of the sale of said bonds, as directed by said ordinance.

The contract for building the road is upon the engineer's estimate of 20th September, 1872, which amounted to $5,650,000, reduced now, however, by the substitution of wooden for iron bridges, and a reduction in the price of iron from $90 to $82 per ton, which, it is supposed, will make the aggregate cost $5,196,890. Of this total cost the grading and masonry are estimated at $3,439,400, and the superstructure, &c., at $1,757,490. The resources are as follows:

Cash resources:	
Subscription of the city of Baltimore..	$1,000,000
Subscription of the Baltimore and Ohio Railroad Company	1,000,000
First mortgage, three million, 7 per cent bonds, at 90 cents	2,700,000
Private subscriptions	95,000
Total	$4,795,000
County and Town Bonds:	
Subscription of Rockbridge county	$525,000
Subscription of Botetourt county	200,000
Subscription of Roanoke county	200,000
Subscription of the city of Staunton	150,000
Subscription of the city of Lexington	30,000
	$1,105,000
At 80 cents on the dollar	$884,000

The mortgage bonds of the road are guaranteed at 90 cents on the dollar by capitalists in Baltimore, and the Virginia county and town bonds at 80 cents by Johns Hopkins and others. Some $200,000 of the mortgage bonds have already been subscribed for.

The total resources, therefore, stand thus:

Cash subscriptions and mortgage	$4,795,000
Proceeds of county and town bonds	884,000
Total	$5,679,000
Estimated cost of the road	5,196,890
Balance for contingencies	$482,110

The above estimates are on the basis of a maximum grade of 75 feet at the most elevated points, but generally the grade will not exceed 50 feet. Under the contract the total estimated cost of masonry and grading from Harrisonburg to Salem, the whole length of the road, is $3,459,400, but the road let to contract on Monday is only from Staunton to Salem, the other part having been heretofore contracted for at an estimated cost for grading and masonry of $800,000. Upon the entire estimated cost of the work the contractors agree to take 10 per cent of the county and town bonds at 80 cents on the dollars. The portion now in course of construction between Harrisonburg and Staunton is about 25 miles, and altogether the road will be some 100 miles in length.

☞ The New York *World* says it is a matter of certainty that the Pennsylvania Railroad Company is building its round-house and car-shops on the Newark Meadows, with a view to make them the necleus of a system for the distribution of the immense freights that arrive on the west side of the Hudson by the different railroads now converging opposite New York. There is little doubt that within a year or two a railroad will be built by that company the entire length of the Meadows, tapping the Erie, Midland, Newark and Hudson, Delaware, Lackawanna and Western, New Jersey Central, and the West line, to accomplish the above result. The enormous expenses now attending the transhipment of freight in New York have led to this movement.

☞ Germany is no longer to be dependent on England for the iron plates required for her navy. Krupp's manufactory is now preparing to make iron plates on a large scale, and has ordered four ships, two of which will be finished next year, of the North German Ship-building Society, at Gaasder, near Kiel. These ships are to bring iron ore to Germany from some large iron mines belonging to Krupp, in Spain. The total number of vessels to be employed in the service is twelve.

☞ The Mahoning and State Line Railroad Company, with a capital stock of $600,000, has filed a certificate of incorporation with the Secretary of State of Ohio. The design is to build a railroad from the Pennsylvania and Ohio line, through Youngstown to Niles, Trumbull county. The corporators are Chauncey H. Andrews, Richard Brown, A. B. Cornell, W. C. Andrews and Robert McCurdy.

☞ Articles of consolidation of the North American, New York, Western, Fort Wayne and Pacific Railway Companies, agreed to in 1870, have been filed with the Secretary of State of Indiana, under the new name of the New York and Western. This line is contemplated to run from Council Bluffs, Iowa, to New York city, and will have a capital stock of $50,000,000.

☞ The Valley (Virginia) Railroad Company have contracted with Messrs. McMahon, Mason & Company to construct the entire road from Staunton to Salem. The names of the persons composing the firm are: C. R. Mason, Edward McMahon, J. C. Green, Thos. K. Menefee, Dennis Flannahan, and A. W. Harmon.

☞ A telegram from Marshall, Texas, states that the Texas and Pacific Railway have commenced track-laying from Jefferson toward Marshall, on the southern division, the track being laid at the rate of two miles per day. They expect to have the line completed to Dallas by the 1st of July.

☞ Henry L. Leach has been elected President, and Geo. F. Child Clerk and Treasurer of the Albany Street Freight Railroad Company, Boston.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and A ton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	358,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,971	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1.268,444	1,251,951	1,157,056	1,037.974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602, 82	774,9[illegible]4	787,641	1,094,101	952,839	851,846	1,699,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239.522	247,661	241,456	259.408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226.897	244,182	24[illegible],046	2[illegible]0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,[illegible]22	372,974	381,113	373,619	341,104	326,208	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332 994	1.294,076	1 460,174	1,548 813	1,775,324	1,463,951	1,550,023	1,525 243	1,643,474	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316 831	1 329,422	1,515,382	1,541,958	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613.329	7,160.992
1868	587,443	536.165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,482
1870	623 383	661,789	601, 26	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	5[illegible]9,617	563,598	620,228	713,1[illegible]2	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	[illegible]37,436	531,627	575 393	559,871	648,954	659,363	609,845	783,255	744,782	881,693	696 475	693,053	8,026,754
1873	580,499	552,949	601,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	1 3,673	152,264	267,411	303 915	306 944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189 606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,359,289	1,294,710	1,4[illegible]8,108	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,[illegible]85	1,755,736	1.694,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81.599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114.496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119 650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	4[illegible]2,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442 665	486,980	470.703	480 547	427,096	422.015	529,890	628,660	582,802	5[illegible]7,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	589,908	667,849	785,338	616,024	576,783	6,988,479
1873	475,897	542,008	600,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556.917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396.760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460.985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,049	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,[illegible]9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,604	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,532	130,145	161,496	177,085	201,648	17[illegible],169	155,480	1,926,674
1873	144,209	169,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	134,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4[illegible]0,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570 163	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	278,936	534,115	565,861	699 420	880,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany ..................N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown ....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.-3	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.......Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn)......N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,315	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.............N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	656,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.-3	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.............N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) ......N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	...
Sept. 30,'71	33.51	—	—	Cambridge (Boston) ......Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,1 3	—	100	100	....
Oct. 31,'71	7.25	352	45	Citizens' (Phila.)............Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg) ....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14 667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton ....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	...
Oct. 31,'71	2.20	20	6	Erie City. ....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.)........Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35¼
Oct. 31,'71	5.40	108	28	Girard College (Phila.)......Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,5.2	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	...
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.............Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	...
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,015	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	1..9	25	10¼	...
Sept. 30,'71	4.04	57	17	Lowell Horse.............Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	...
Sept. 30,'71	11.62	233	35	Lynn and Boston ....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	...
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,00	500,00.	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	6.27	48	15	Merrimac Valley..........Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).......Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.........N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1, 20	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .......N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118 500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) ....O.	100,000	100,000	—	—	....	....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	25	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	....
O.t. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,895	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland ....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	...
Sept. 30,'71	2.50	....	...	Poughkeepsie City.... N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	...
O.t 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	62	32	Salem....................Mass.	203,73	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	500	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	15.0	50	30	57
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City). N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).......Mass	98,000	98,000	—	—	—	4,500	—	100	100	..
Sept. 30,'71	7.49	290	86	South Boston.............Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield ....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	345	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes......N.Y.	26,910	25,000	25,000	—	16, 07	6,48	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4 0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts. (Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,17 ,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
O.t. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa	....	997,700	—	—	173,479	48,074	3.50	50	...	21
Sept 30,'71	6.50	....	...	Troy and Albia.............N.Y.	68,929	44,700	35,550	1,400	16,748	4 992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	...
Sept. 30,'71	4.50	—	- -	Troy and Cohoes..........N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) ....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.)..............Pa.	998,036	400,000	50,000	—	556,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham. N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	...
Sept. 30,'71	15.50	117	31	Watervliet (Albany) ......N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia..........Pa	584,898	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport ....Pa	38 625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	8,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester ....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding		Payable.	Principal Payable.	Market Price.
	$	pc			
Albany.					
1st Mortgage.............	40,000	7	J.& J.	1883	...
Avenue C:					
1st Mortgage............	681,000	7	M&N	1890	...
Bleecker St. & Fulton Ferry:					
1st Mortgage.............	694,000	7	J.& J.	1880	...
Broadway (Brooklyn):					
1st Mortgage.............	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue:					
1st Mortgage............1,	600,000	7	J.&D.	1884	...
Brooklyn City:					
1st Mortgage.............	300,000	7	J.& J.	1872	..
Brooklyn City & Newtown:					
1st Mortgage.............	25,000	7	J.& J.	1881	...
Br'klyn City & Pros. Park:					
1st Mortgage.............	300,000	7	M&N	1878	...
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	...
Central Park, N & E. River.					
1st Mortgage.............	550,000	7	F& A	1882	...
2d Mortgage.............	200,000	7	M&N	1890	...
Citizens' (P g):					
1st Mortgage.............	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.............	215,000	7	J.& J.	1873	...
D. Dock, E.Bdw. & Battery:					
1st Mortgage.............	700,000	7	M&S	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.............	203,000	7	J.& J.	1881	...
42d st.& G'd st. Ferry (N.Y.):					
1st Mortgage.............	215,000	7	A&O.	1873	...
Frankford and Southwark:					
1st Mortgage.............	175,500	7	J.& J.	1877	...
2d Mortgage.............	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.............	250,000	7	J.& J.	1879	...
2d mortgage	100,000	7	A&O.	1884	...
Grand st. P. P. & Flatbush:					
1st Mortgage.............	200,000	7	......	...	...
Green and Coates street:					
1st Mortgage.............	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.............	137,000	7	J.& J.	1877	...
Hestonv., Mantua & Fairm.:					
1st Mortgage.............	125,000	7	J.&D.	1880	...
Lombard and South st. (Ph.):					
1st Mortgage.............	62,500	7	......	1885	...
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J	1885	...
Marginal Freight:					
1st Mortgage.............	500,000	7	A.&O	1871	...
Malden and Melrose:					
1st Mortgage.............	60,000	6	A.&	1880	...
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.............	25,000	7	.&	1874	...
Ninth Avenue (N. Y.):					
1st Mortgage.............	167,000	7	J.& J.	1876	...
Orange and Newark.					
1st Mortgage.............	200,000	6	J.& J.	'80'1	...
2d Mortgage.............	300,000	6	J.& J.	[illegible]	...
Park Avenue (Bkly):					
1st Mortgage.............	188,000	7	J.& J.	89	...
Philadelphia City:					
1st Mortgage.............	200,000	7	J.& J.	1881	...
Philadelphia and Darby:					
1st Mortgage.............	57,000	7	M&N	1887	...
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J	1880	...
Second Avenue (N. Y.):					
1st Mortgage.............	350,000	7	J.&D.	1877	...
2d Mortgage.............	200,000	7	F.&A	1876	...
3d Mortgage.............	1 ,000	7	[illegible]	1885	...
Conv. bonds.............	315,000	7	M&N	[illegible]	...
Second and Third st. (Ph.):					
1st Mortgage.............	83,700	7	J.& J.	1878	...
2d Mortgage.............	15,800	7	[illegible]	1876	...
Sixth Avenue (N. Y.):					
1st Mortgage.............	250,000	7	J.& J.	1890	...
South Brooklyn and Park:					
1st Mortgage.............	50,000	7	J.& J	1880	...
Third Avenue (N. Y.):					
1st Mortgage............1,	000,000	7	J.& J.	[illegible]	...
Real estate.............	619,000	7	var.	var.	...
Troy and Albia:					
1st Mortgage.............	35,550	7	A&O	1890	...
Troy and Lansingburg:					
1st Mortgage.............	75,000	7	M&N	1888	...
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	...
Union (Phila.):					
1st Mortgage.............	300,000	6	J.& J	1885	...
General Mortgage........	100,000	7	J.& J.	1881	...
Utica, Clinton & Bingham.					
1st Mortgage.............	200,000	7	J.& J.	18 9	...
Watervliet:					
1st Mortgage.............	130,000	7	A&O.	1887	...
West Philadelphia:					
1st Mortgage.............	100,000	7	J.&D.	1878	...
Williamsburg & Flatbush:					
1st Mortgage.............	125,000	7	A&O.	1880	...
Worcester.					
1st Mortgage.............		7	......	...	...
2d Mortgage.............		8	......	...	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 7½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	683,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine 100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,485,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J & J.	Jan.'72 $2½
Cape May and Millvill.e* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R..*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J.A.J&O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,550	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '73 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb. '73 5
Concord 50	1,600,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..100	2,100,000	F. & A.	Feb. '73 3
Connecticut River 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Wesln. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *... 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	$8,009,000	March.	Mar. '73 1½
" pref.....100	8,585,900	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25 289,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '73 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Apl. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,640,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi..100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	14,908,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '73 10
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem.100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* .100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi...100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport.100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '73 4
Paterson and Newark*.100	500,000	J & J.	.....
Paterson and Ramapo*.100	244,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12 000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,159	— & —	Sept '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River..100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*..100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Jamaica.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'n 0	500,000	— & —	.....
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,336,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Telegraph.100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118¼
.. ..coupon	4,656,000	6	" "	1880	122½
Oregon War Bonds of March 2, 1861....coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,950	6	Jan. & July	1881	118¾
.. ..coupon	63,765,700	6	" "	1881	122½
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115¾
.. .. .. (5-20s).....coupon	232,745,900	6	" "	1882	118¾
Loan of March 3, 1863.....registered	53,542,450	6	Jan. & July.	1881	118¼
.. ..coupon	21,457,550	6	" "	1881	122½
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	116¼
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	116¾
.. .. .. (5-20s).....coupon	34,365,400	6	" "	1884	116
Loan of March 3, 1865 (5-20s).....registered	36,445,750	6	May & Nov.	1885	116¼
.. .. .. (5-20s).....coupon	119,159,400	6	" "	1885	118¼
.. .. 2d series (5-20s).....registered	58,818,200	6	Jan. & July.	1885	118
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	119
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	119
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	121¾
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s).....coupon	24,432,900	6	" "	1888	120¼
Loan of March 3, 1864, (10-40s).....registered	140,099,750	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	114¾
Consols of July 14, '70 & Jan. 20, '71.registered	129,182,300	5	F. M. A. & N.	1881	115¼
.. .. coupon	70,817,700	5	" "	1881	116¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116¼
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'82-'92	59
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,78,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	80
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1849 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	93½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1889	106

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	..
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	.. .
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	98¾
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'78	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'95-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106¾
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99¾
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	28
.. .. .. '66..-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	...
.. Funded Interest Bonds	9,000,000	6	" "	"	80½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	579,500	6	" "	"	1880	97½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	35
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (sec'r'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	97
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	96
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	94
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	7	" "	"	'80–'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	72½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	92½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	104¾
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,9:3,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96¾
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,5 0,000	7	F. M. A. & N.	" "	1915	89¾
Equipm't (Eng &Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	597,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80½
1st Mort. (San., Day. & Cin.)S.F.	188,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89¾
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	97½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	87
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	71
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & Julv.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	99
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98¾
1st Mort. (Essex R.R) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	53½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,500,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1893	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T. W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	87
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5[illegible],000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.:	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.:	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100⅝
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	...
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,152,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Atl.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	99
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	...
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	93½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	..
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayesville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	78
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74⅞
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,360	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90⅞
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93¾
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	95¾
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	84¾
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	73
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81¼
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (")....	2,594,000	6	April & Oct.	"	1875	98
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	101
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	92
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,900	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon....	7,696,000	7	June & Dec.	Philadelphia.	1911	103
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	104
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1866	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'98	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	6	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92¾
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaran'eed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1862	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	...
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	96
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91½
2d M.(Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	69¾
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	61
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97½
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1859	95
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	...
Income Mortgage	513,400	...	.....	.....	....	....
Western Maryland:						
1st Mortgage	$100,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1893	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84¾
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	...
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	725,000	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	83½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	...
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	89
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	6½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	...
2d Mortgage	298,000	6	May & Nov.	"	1888	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
ept. 30 1871	60.2	—	1.5	125.0	8	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3,600,000	*	.....	.....	2,000,000	.....	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,036	73,367	87,571	446,363	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,690	453,715	*98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.5	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	566.8	(No acc	essible ret	urns since	Juno 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,866	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,488,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	43,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,095	12,307	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,600	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	162,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,695,313	4,744,904	2,209,362	7,962,342	2,127,986	10	100	144½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,056	572,495	126,006	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	135
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,373,587	486,444	1,994,689	571,117	8	100	122½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,487	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983.932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,496,840	1,111,881	10	100	106
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	—	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,524	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed Januar	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1,	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	581.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	129,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,478	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased t	o Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,292		90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,783	11,248,300	4,408,000	2,690,292	446,956	599.6	6,359,997	715,662	1,501,496	5,278,910	1,810,051	16	100	111
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	33,444,090	*	—	—	18,640,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	116½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traff	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0		(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13889	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.9	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	77½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	—	—		(New roa	d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,240 990	17,000,000	8,702,140	70,662	3,717,620	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	168½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078,000	3,878,000	.....	.....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cinncinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	795,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,032,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,228	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,762	304,706	—	100	15
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,286,437	12,761,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,976	6,215,537	7	100	87½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	57½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	30½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,860	225,000	282,126	—	18.0	34,599	17,404	12,811	58,537	5,219	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,660	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	166
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,737	143.7	337,464	150,026	128,555	695,587	283,665	6	100	86½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	138
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	29,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn.	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,488	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,900	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	4	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	.....	82,350	527,445	12,900	—	31.8	104,600	69,285	72,390	128,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	—	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,808,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	104
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	—	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	—				772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Kel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	323,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No info	rmation	furnishe	d.)	—	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	63
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Sept. 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,328	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,800	2,987,400	1,832,681	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	105½
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No info	rmation	furnishe	d.)	—	—	—	—	23.0	37,507	14,409	26,857	37,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	—	40.0	(N	o stateme	nt furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.2	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	62½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,800	—	40,000	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,700,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	230,727	1,211,796	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,482,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	156,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—		(Recently	completed	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,138	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7½	50	....
Sept. 30, 1871	50.5	43.3	82.6	—	36	42	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,557	1,793,222	.....	1,327,341	316,738	5	100	133½
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	339.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	282,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,560	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by	Ft. Way	ne Jackso	n & Sag.)		—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	109,707	—	—	(Oper. by	Boston,	Clinton &	Fitchbur	g.)	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,589	177,607	—	100	....
Oct. 31, 1871	85.0	—	* 9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	—	2,000,000	3,000,000	.....	—	—	(Recently	opened.)				—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operat	ed by cont	ractors.)			—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased	to Michig	an Centra	l.)		—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased	to Del., L	acka. & W	estern.)		—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opene	d Decemb	er 19, 1871	.)		—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,893	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No s	tatement	furnish	ed.)	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,080,035	—	100	35½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased	to Pennsy	lvania.)			7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	....	....	....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Con	solidated	in N.	Y., N. H	aven and	Hartford	R. R.)		—	....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263 447	939,344	191,052	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	160,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint &	Pere Mar	quette.)		—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New H	aven & N	orthampt	on.)	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,886	—	50	22
Dec. 31, 1871	707.4	—	124 4	—	198	108	45	4,358	*Illinois Central*.....Illinois	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,288,584	1,831,944	8,401,142	2,732,847	10	100	114
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	constructi	on, to cost	$4,500,000	.)	—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,260,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,527,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	72.0	—	8.0	—	....	....	....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,456	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,784	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	to Illinois	Central.)			—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	—	82,617	34 292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 mo	nths]	357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased	to Erie.)				—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o & Alton	.)		7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)		8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased	to Lake S	hore & Mi	ch. Sout	hern.)	6	100	....
Dec. 31, 1871	82.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32 0	(Leased	to Michig	an Centra	l.)		—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	—	(Recent	ly opened.)			—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,663	1,943,162	3.725,425	14,797,975	4,884,369	8	100	90½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	—	.....	—	—	(Recent	ly opened.)			—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,081,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170			14,682		285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000					600,000	500,000			21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	,442,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207		5,720,000	5,720,000	408,367		177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925				18,158,600	9,219,000	645,142		235.2	3	367,271	1,573,748	5,290,725	1,828,695	10	50	122½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,671,900	*				4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.		*				6,000,000	8,500,000			....		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,168					2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)			—	100	....
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616					34,850	40,000	686		9.5	sed	4,703	15,655	70,546	1,816	7	50	93
Mar. 31 1872	92.9	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*				1,500,000	1,500,000			....	(Recentl	y opened	—No retu	rns.)			—	50	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294		442,340	490,405	150,866		24.5	48,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*				3,000,000	1,500,000	180,000		158.0				830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914					4,198,582	4,300,000			—	(Leased to	Chicago a	nd Alton	.)		—	100	....
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.Ky.	7,218,782	*	281,966	181,948		2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979		8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153 007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.						3,000,000				288.0		227,340	174,577	787,311	148,171	—	100	....
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence.... .Massachusetts.	363,500	*		17,342		200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	97½
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.	1,057,495	*	115,500	64,593		1,168,153		68 732	703	10.0		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000					600,000				20.8	(Leased	to Summit	Branch.)		62,500	11½	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900					1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*				3,500,000	3,750,000			197.5		(Not repo	rted—Sma	ll.)		—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*				2,500,000	150,000			199.0				674,921	266,849	10	100	55
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶ .....Maine.	11,445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	136
Mar. 31, 1871	22.4	3.6	3.2	—	....	....	....	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	34,736		1,000,000		15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	....
Sept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162		14,889	444		290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738			13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.		*				1,235,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)		—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*				500,000	1,000,000			54.0		(No retur	ns obtaine	d.)		—	100	....
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000					400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Mayesville and Lexington.....Kentucky.							700,000			49.5	(Recentl	y opened	—No retu	rns.)		—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.Tenn., Miss. & Ala.	8,753,559	*	1,157,068			5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	118	Memphis, Clarksv. and Louisv. ¶..Tenn.		(Owned	and oper.	by Loui	sville and	Nashvill	e.)		82.6	352,636			462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.5	—	10	4	4	96	Memphis and Little Rock.....Arkansas.							2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*				1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443					265,625		55,000		4.7	(Leased	to United	Companie	s.)		—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*				800,000	250,000	424,000		27.0				73,489	25,899	7	100	....
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)...Mich. & Ind.							225,000			20.0	(W.Div.	owned by	Michigan	Central.)		—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187		17,987,048	6,290,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	108½
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*				450,000	800,000			67.0	(Recentl	y opened	—No retu	rns.)		—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063		148,075		9,691	24,598	85.4	21,350	351,598	31,783	35,043	6,981	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618					121,420	68,500			—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	350,476					121,780	225,000	64,800		13 0	23,870	29,531	15,550	48,681	18,862	—	100	....
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654		835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,152	—	100	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*				1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County.....Penn.	264,115					65,426	118,500			12.5		(Leased to	Pennsylva	nia.)		—	100	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,679		22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,634,939	849,631	1,463,155	6,690,695	2,840,341	—	25	....
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*				510,000	18,000 p.m			45.0	(Recentl	y opened	—No retu	rns.)		—	100	55½
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957					3,850,450				—	(Leased	to Phila.&	Reading.)			—	100	....
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*				1,200,000	320,000			41.0		(No retur	ns furnish	ed.)		6	50	104½
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000					770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.		*					4,557,960			237.0				1,268,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833				825,407	2,196,547	380,439		100.0	245,025			486,071	227,112	—	100	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo.&Io.	1,600,000	*				800,000	800,000			—	(Recentl	y opened	—No retu	rns.)		—	100	....
Mar. 31, 1872	62.0	—	1.8	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*				1,500,000				62.0	(Recentl	y opened	—No retu	rns.)		—	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*				12,045,000	12,491,000			468.0		(No infor	mation.)			—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.Kansas.	12,900,000	*				5,950,000	6,950,000			161.0				683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003					250,000	564,398	3,606		—	(Operat	ed by Mob	ile and Oh	io.)		—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556		1,278,377	711,000	126,145		87.0	100,735	48,778		201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340		2,034,800	2,596,500	769,046		164.0				667,539	150,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341		4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*				197,500	99,825			....	(Recentl	y complet	ed—No re	turns.)		—	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*				700,000	2,300,000			—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	....
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York	288,931					150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.										80.0		(No infor	mation.)			—	100	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956		53,329			418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,807	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240					13,698,250	11,614,000			118.0				2,987,211	668,914	7	100	93½
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759			800,000		64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166		1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936		1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern¶.Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)				172.5	544,211		59,145	444,389	257,542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,139		1,872,400	112,500	28,918	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,307,285					977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000					700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261		500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N.Bruns.	2,500,000	*					972,000			126.0		28,005	97,443	144,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*				163,905	75,756	5,689		—						—	100	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249					600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*				424,000	525,000			13.3		(Opened	August 18	71.)		—	100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.		(Unfini	shed.)			3,000,000	4,500,000			23.0			8,044			—	100	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.Conn. & Mass.	3,011,206	553,984	172,563	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	....
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*				7,295,200	400,000			33.0	(Include	d in Unite	d Compan	ies.)		10	100	120
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*				2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.		*	1,106,000			4,000,000	2,870,000			115.5	257,021	834,921	87,313	403,227	165,005	—	100	33½
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997		1,003,500	699,000		63,499	115.5	370,953	437,263	222,390	505,335	132 998	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.¶.L. & M.						4,200,000	9,500,000	1,000,000		206.0				1,669,777	404,685	—	100	....
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas....Ala. & Nash.										200.0						—	100	....
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River. N.Y.	60,413,657	*			69,428,330	15,231,719	1,167			844.5	10,631 797			21,972,105	8,209,816	8	100	100½
Sept. 30 1871	130.7	21.2	45.5	—	39	85	36	725	New York and Harlem.....New York.	13,305,080	1,592,481	1,678,768		8,500,000	6,717,725				156.9	862,174	1,682,500	323,409	2,698,763	929,088	8	100	130

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,278	6,290	1,901	4,889	1,191	—	100	....
Sept. 30, 1871	7.1								New York and Mahopac.....New York.	229,110				135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,161,233	1,840,972	1,075,558	3,228,676	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,654	* 245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	95
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	72½
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0.....	.....	.....	.....	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	—	278.0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶.Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,256	66.4	462,895	371,651	304,710	749,117	261,746	10	100	132
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.	6,942,765	*			(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	55
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	—	34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,422,696	384,514	664,676	8,197,153	798,212	—	100	41½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	63½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark.....New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	...	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse .....New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	46
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	.....	—	—		(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No	returns.)			—	100	110
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	.....	—	14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	.....	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	.....	—	15.1		(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	.....	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	.....	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recenti	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania .....Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York. N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia.	1,719,113	*	—	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	125	34	18	2,517	Philadelphia and Erie ¶....Pennsylvania.	20,799,479	—	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	119½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore. Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	116
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic..P., C., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	.....	.....	450,000	—	.....	.....	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	130½
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	94½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	23.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½			
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....			
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....			
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	257,347	63,806	—	50	....			
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,454	1,576,494	441,122	7	100	105			
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....			
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....			
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....			
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....			
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,[illegible]00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	.....	.....	—	100	....			
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	.....	.....	919,235	196,483	—	100	....			
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80			
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....			
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)	.....	—	100	10			
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No retur	ns furnish	ed.)	.....	.....	—	100	....			
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,895	—	100	....			
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½			
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	88½			
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....			
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25	, 1871—No	returns.)	.....	—	100	55			
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Com	pleted in	January 1	872.)	.....	—	100	....			
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....			
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....			
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	—	.....	.....	.....	649,870	206,884	—	100	....			
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....			
Sept. 30, 1871	1[illegible].9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowe	ll.)	17,711	1½	100	31½			
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,628	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....			
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....			
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....			
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	64.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....			
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,813	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....			
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....			
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	534,067	132,071	6	50	....			
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....			
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	(No report	furnishe	d.)	.....	.....	—	100	....			
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....			
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....			
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50			
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....			
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....			
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....			
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	5,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....			
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....			
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....			
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....			
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	881,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....			
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,848	—	100	32½			
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,918	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	68½			
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....			
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....			
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	120			
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....			
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	*	.....	.....	2,558,600	.....	.....	—	69.3	158,800	244,485	170,816	300,776	65,161	—	100	....			
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)	.....	8	100	69			
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....			
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,446	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	82½			
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,418	57,559	539,966	135,487	—	100	....			
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....			
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	—	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	....			
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....			
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....			
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....			
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,176	225,152	—	100	....			
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta	e of Georgi	a.)	.....	306,088	.....	—	138.0	66,389	.....	354,823	1,397,743	281,022	—	100	....			
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....			
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....			
Dec. 31, 1871	189.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....			
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101			
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....			
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....			
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....			
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,630	202,685	—	100	....			
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,638	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....			
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135			
									CANALS, &c.																			
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....			
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....			
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97			
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,758	113,361	loss.	10	100	116			
Dec. 31, 1871	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	.....	.....	.....	1,045,957	753,351	10	100	....			
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,650	15,028,656	.....	—	108.0	.....	.....	982,188	578,462	31,978	—	50	84			
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	—	85.0	.....	.....	.....	175,120	89,337	9	50	....			
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100			
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	.....	.....	1,029,287	649,598	58,886	—	50	34			
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	3,207,752	—	.....	.....	4,453,045	8,617,099	86,694	—	108.3	(Leased	to Phila. &	Reading.)	651,420	637,811	50c	50	14			
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	.....	.....	501,674	144,099	87,303	—	50	....			
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	.....	.....	127,287	58,590	21,824	—	50	....			
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)									

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness............per ton 58 — @ 59 —
Gartsherrie..........58 — @ — —
Glengarnock..........48 — @ 50 —
Eglinton..........47 — @ — —
Pig, American, No. 1..........48 — @ 50 —
Pig, American, No. 2..........46 — @ 48 —
Pig, American, Forge..........40 — @ — —
Bar, Refined, English and American.......— — @ — —
Bar, Swedes, assorted sizes.........(gold).137 50 @142 50

—Store Prices.—

Bar, Swedes, 1½ x⅜ & 1½x⅜ to ⅜&⅞ sq. 1⅛ to 5x⅜ to ⅜ & ⅜ to 2 sq. 6 to 12 x ⅜ & ⅜.........150 — @160 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.......... — — @100 —
Bar, Refined, 1½ to 6 by ½ & 5-16 in...... — — @105 —
Bar, Refined, 1 & 1½ by ½ & 5-16.......... — — @107 50
Large Rounds, 2½ to 2⅞ to 3⅜ to 4 in.......110 — @120 —
Scroll..........120 — @165 —
Ovals and Half-round..........125 — @145 —
Band, 1 to 6 in. by 3-16 to No. 12.......... — — @117 50
Horse Shoe.......... — — @125 —
Rods, ⅜@3-16 inch..........105 — @150 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14....125 — @172 50
Nail Rod..........per lb. — 9½@ — 9⅞
Sheet, Russia, as to assortment.....(gold) — 16 @ — 17
Sheet, Single D. and T. Common.......... — 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal..... — 7½@ — 8½
Sheet, Galvanized..........List. 10 per ct.disc.
Rails, English.........(gold).......per ton. 70 — @ — —
Rails, American, at Works in Penna..c'y. 80 — @ 82 50
Anvils, (Eagle)..........per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb. — 18½@ — 23
English Spring (2d and 1st quality)....... — 9½@ — 10½
English Blister (2d and 1st quality)....... — 14 @ — 18½
English Machinery.......... — — @ — 14½
English German (2d and 1st quality)...... — 12½@ — 14½
American Blister.......... — — @ — 11½
American, Cast, Tool.......... — — @ — 17
American, Cast Spring.......... — — @ — 11
American Machinery.......... — 11½@ — 12
American German Spring.......... — 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common..........per keg. 4 75 @ 5 —
8d. and 9d. " .... 5 — @ 5 25
6d. and 7d. " .... 5 25 @ 5 50
4d. and 5d. " .... 5 50 @ 5 75
3d. " .... 6 25 @ 6 50
Cut, 2d and 3d. Fine.......... 7 — @ 7 25
Cut Spikes, all sizes.......... 5 — @ 5 25

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca..........(gold).per lb. — — @ — 37½
Straits..........(gold). — 31 @ — 31½
English..........(gold). — 30½@ — 30⅞
Plates—Fair to good brands. —Gold.— —Currency.—
I. C. Charcoal....per box.11 — @11 50 13 50 @ 14 —
I. C. Coke.......... 8 75 @ 9 50 10 75 @ 12 75
Coke Terne.......... 8 — @ 9 — 9 75 @ 11 —
Charcoal Terne.......... 9 75 @10 25 12 — @ 12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).......... — 9½@ — 9⅞
Crude, 40 @ 47 gravity (in shipping order) — 14½@ — —
Refined, Standard White (in ship'g order). — 20 @ — 20½
Refined, S. W. (in jobbing lots).......... — 20½@ — —
Refined, S. W. (in tin).......... — 25½@ — 27
Naptha, Refined, (65 @ 73 gravity)....... — 10½@ — 11½
Residuum....(in shipping order).per gall. — 11 @ — 11½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 43
Copper, Bolts..........— — @— 45
Copper, Braziers' (over 16 oz.)..........— — @— 45
Copper, Nails..........— — @— 45
Copper, Old Sheathing, &c., mixed lots.....— 28 @— 30
Copper, American Ingot..........— 30½@— 31
Copper, English Pig..........— 29½@— 30
Yellow Metal, New Sheathing & Bronze...— — @— 27
Yellow Metal, Bolts..........— — @— 32
Yellow Metal, Nails, Sheathing & Slating ..— 27 @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary..........(gold) per 100 lb. 6 75 @ 6 87½
German Ordinary..........(gold) 6 75 @ 6 87½
English..........(gold) 6 75 @ 7 —
Bar..........— — @ 9 25
Pipe..........— — @10 50
Sheet..........— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.......16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel..........16 — @18 —
Liverpool House Cannel..........— — @22 —
Anthracite (by cargo) ... per ton of 2,000 lb. 5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston, Hart. & Erie	2¼	2⅜	2¼	2¼	2¼	2⅜
Canton Co.	99	99½	....	....	99	....
Central Pacific 6s.	....	....	102⅜	....	....	102¼
Central of N. Jersey	105	105½	....	105¼	105	105
Chicago & Alton	....	....	....	....	111	....
.. pref.	....	....	....	....	105½	....
.. 1 M.	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	108	....	107	....	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
.. pref.	....	....	85½	85	....	....
.. 1st M.	....	....	....	101	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	89½	89	....	89¾	89¼	89⅞
Chic., Rock Isl. & Pac.	108⅜	107⅞	107⅞	108¼	107	108⅜
Chi., R. I. & Pa. 7s, 1896	....	....	....	104	....	....
Clev., Col., C. and Ind.	....	89½	....	89¼	87½	87½
Clev. & Pittsburg guar.	....	87½	87½	87½	87½	87¼
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	97½	....	....	....	....
.. 4 M.	....	87	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	31½	30½	30⅞	30⅞	29½	30½
.. 1 M.	89½	....	89½	....	....	89
.. 2 M.	....	72½	....	....	71½	71
Del. & Hudson Canal	....	....	116	....	....	....
Del. Lack. & Western	103½	103½	103½	103½	103⅞	104
.. 1 M. 7s	102	....	....	....	....	....
.. 2 M 7s	....	99	....	....	....	....
Erie Railway	64½	63½	63½	62⅞	63⅜	63⅜
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	100	99¾	100	....
.. 4 M. 7s, 1880	97½	97½	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	....
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	85½	....	85½	....	....
Hannibal & St. Joseph	....	36	....	36	36	35½
.. pref.	....	....	....	....	....	....
.. 8s, conv.	....	86	86	....	86	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	114	....
.. 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90⅞	90⅝	90½	90⅞	90½	90⅝
Lake Shore Div. bonds	....	....	93½	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	103⅞	....	103¼
.. S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	102½	102½	....	102½
.. 2 M.	....	....	....	....	98	....
Mariposa Mining Co.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
Milw. and St. Paul	55½	54⅝	54½	54¼	54½	55¼
.. pref.	72½	72⅞	....	73	72⅞	72½
.. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	78	....	....	....	....
.. 8s	....	....	....	....	....	....
.. 7 3-10s con.	....	....	....	....	....	....
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	....	94½	....	....	93½	93½
.. H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	93½	93⅜	93½	93⅜	....	....
.. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	99½	....	....	....
N. Y. Cen. & Hud. Riv.	100⅞	100½	100½	100⅝	100½	100½
.. 7s, S.F.1876	....	101⅞	....	....	101⅝	101½
.. 6s. S.F. 1883	....	92½	....	....	....	....
.. 6s, S.F. 1887	....	91⅜	....	....	....	92
N. York and Harlem	130½	130	129⅞	130½	130⅞	130
.. pref.	....	....	....	....	....	....
.. 1 M.7s, 1873	....	....	....	....	....	....
N.York, N. Hav. & Hart.	....	140	....	140	140	....
N. Carolina 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
Ohio and Miss.	42⅜	41½	41⅞	41½	40⅞	41½
.. pref.	....	71	....	....	....	....
.. 2d M.	....	84⅞	....	....	84⅜	....
Pacific Mail S. S. Co.	46⅜	45⅝	45⅝	45⅞	42½	44½
Panama	112	111	110½	111	110	....
Pitts., Ft. W. & Chi. gtd.	93	93½	93½	93½	93	93½
.. 1 M.	106½	107	....	....	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	39	....	40½	....	40	40
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	....	....	....	....	....	....
.. Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	81	....	....	81
.. new	....	81	80⅞	80⅞	....	80½
Tol., Wab. & Western	69	....	68½	68½	67⅞	68½
.. pref.	....	....	....	....	....	....
.. 1 M.	....	96½	....	....	....	96½
.. 2 M.	....	....	91½	91½	....	....
.. Equipment	....	83	....	....	....	....
.. St. Lou. Div.	91½	91½	....	....	....	91½
Union Pacific	31	30⅜	30½	30⅞	26½	27½
.. 1st mort.	....	86⅜	87	87	85⅞	86
.. L. Gt. 7s	74	74⅜	....	74½	71	69⅞
.. Inc. 10s	....	....	69	....	64	61
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol.	....	53½	....	53½	54⅜	....
.. def. cert.	....	....	....	11½	11	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 28.

Federal Stocks:—	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
U. S. 5s, 1874, reg.		....	....	....	....	....
U. S. 5s, 1874, coup.		....	....	....	....	....
U. S. 5s, 10-40s, reg.		....	....	114½	....	....
U. S. 5s, 10-40s, coup.		114⅝	....	....	....	....
U. S. 5s, 1881, reg.	114⅞	115½	....	....	....	....
U. S. 5s, 1881, coup.		117¼	116	....	....	116½
U. S. 6s, 1881, reg.	118½	118⅝	119	119	....	118⅝
U. S. 6s, 1881, coup.	122	122⅜	....	....	....	....
U. S. 6s, 5-20s, reg. '62		....	....	....	....	....
U. S. 6s, 5-20s, c. 1862		116½	....	....	....	118⅜
U. S. 6s, 5-20s, reg. '64	116½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864		116¼	....	116⅝	....	116⅝
U. S. 6s, 5-20s, reg. '65		....	....	....	....	....
U. S. 6s, 5-20s, c. 1865		118½	118¼	....	....	118¼
U. S. 6s, 5-20s, r. n. '65	118½	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65		119	119½	....	119½	119
U. S. 6s, 5-20s, reg. '67		....	....	....	119	....
U. S. 6s, 5-20s, c. 1867	121½	121½	121⅜	121⅜	121⅜	121½
U. S. 6s, 5-20s, reg. '68		....	....	....	....	....
U. S. 6s, 5-20s, c. '68	119½	119½	120½	120½	120½	120½
U. S. 6s, Pac.RR issue		....	....	....	116½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa preferred		....	....	44	....	....
Camden and Amboy		....	....	....	....	....
.. 6s, 1875		....	....	....	....	....
.. 6s, 1883		....	....	....	....	....
.. 6s, 1889		....	....	....	....	....
.. mort. 6s, '89	95	94⅜	....	95	....	....
Elmira & Williamsport		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 7s		....	....	....	....	....
Lehigh Navigation	42	....	42½	....	42¼	42
.. 6s, 1884		....	89	....	89	....
.. Gold L.	94	94	94	....	93⅞	93⅞
.. R. R. L.	92	....	....	....	....	92½
.. Conv. L. '77		....	....	....	....	....
Lehigh Valley R. R.	60½	60½	60½	60⅝	60⅞	61½
.. 6s new coup		....	....	....	....	....
.. 6s new reg		....	....	99	....	....
Little Schuylkill R.R.	46½	....	46½	....	....	....
.. 7s		....	....	....	....	....
Minehill		52⅜	52⅜	....	....	....
Morris Canal		....	....	....	....	....
.. pref.		....	....	....	....	125
North Pennsylvania		....	....	....	47½	....
.. 6s, 1880		....	....	....	....	....
.. 7s	97⅞	98	98	....	98	..
.. 10s, 1887		....	....	....	....	....
Northern Central		....	....	....	....	....
Oil Creek & Alleg. Riv.	32	31⅞	32	....	31⅞	....
.. 7s		....	....	....	....	....
Pennsylvania R. R.	54½	54⅜	55½	54½	55½	55½
.. 1st M.	101½	102	....	102½	....	....
.. 2d M.		97½	....	....	98	98
.. Gen. mort.		....	....	....	....	93½
.. .. reg.		....	....	....	....	95½
Penn. State 6s. 1st series		....	....	....	....	....
.. 6s, 2d series		....	....	....	....	106
.. 6s, 3d series		....	....	....	....	109½
Philadelphia City, 6s	98	....	97⅞	....	97⅞	....
.. new	101½	101½	101½	101½	101⅝	102⅜
Philad., Germ. & Nor.		....	....	....	....	87⅞
Phila. & Reading	58	58	58⅜	58½	58½	58½
Philadelphia and Erie		....	....	25⅜	....	25
.. 6s	89	....	89	....	....	....
.. 7s	91½	....	92	92	....	....
Phila., Wilm. & Balt.		....	58	....	....	....
Schuylkill Navigation		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 6s, 1882		....	....	....	....	....
.. 6s, 1876		....	....	....	....	....
.. 6s, 1872		....	....	....	....	....
United Co. of N. Jersey	119⅞	....	....	....	120	120
Hestonville, (Horse)		....	....	....	....	....
Chestnut & Wal.	59	....	....	....	....	....
Green & Coates		....	....	....	....	....
2d and 3d streets		....	....	....	....	....
Spruce and Pine		....	....	....	32	....
13th and 15th sts.	21	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 27.

	W.21.	Th.22	F.23	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875		99	....	99	....	99
.. 1886		....	....	....	....	....
.. 1890	99½	99½	99⅜	99	99½	99⅜
.. 1884		....	....	99	....	....
.. 1900		....	....	....	....	....
Balt and Ohio		....	....	....	....	....
.. bonds, 1875		....	....	....	....	....
.. .. 1880		97	....	....	97½	97⅜
.. .. 1885		....	96½	....	....	97
Marietta & Cin. 1st M.		101	101½	....	101	101⅞
.. 2d M.		89½	....	89	89	87
.. 3d M. 8s	84	83⅝	....	....	83⅝	....
Northern Central		....	....	....	....	....
.. bonds, 1885		....	....	....	....	....
.. .. 1900		....	....	....	....	....
Pittsb. & Connellsv. 7s		95½	....	95½	....	95½
N. W. Va. 1st mort.		....	....	....	....	....
.. 2d mort.		....	....	....	....	....
.. 3d mort.		....	....	....	....	....
Virginia 6s, Consol.	53⅞	....	53⅞	54	54½	54⅜
.. Defer. Certif.		....	....	....	11½	11
City Passenger R R.		....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 28.

	Th.22.	F 23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany ...	144¾	144¾	....	....	144½	144½
Boston and Lowell	135	....	....	....	135	....
Boston and Maine.....	122	....	122	....	121½	
Boston and Providence.....	....	....	....	....	149	....
Boston, Hartford & Erie....	....	....	....	....	....	....
.. 7s, new	33¾	35	....	35½	35	34½
Cheshire, pref.....	....	....	....	....	78	78
Chi., Burl. & Quincy...	108½	107¾	....	107½	106¾	106¾
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	105	105	....	....	105½	....
Fitchburg.....	133¾	....	....	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	136	....
Michigan Central.....	104	....	....	103	103½	103½
Northern, N. H.....	112	....	....	....	....	....
Ogdens. & Lake Champ....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
Old Colony	112	111¾	....	112	112	112½
Ph., Wil. & Baltimore.....	....	....	....	59	59	59
Portl'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	84	84	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	34
Copper Falls	23	23	....	....	22½	....
Franklin	....	....	....	5½	5½	....
National	....	....	....	....	....	....
Pewabic	10	....	....	....	9½	9½
Quincy	46½	46½	....	....	....	45½

London Stock Exchange.

	Closing Prices. May 16.	May 9.
Atlantic & Gt. W. 1st mort., $1,000..	77 — 79	79 — 80
Do. 2d mort., $1,000.....	66 — 68	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	42 — 43	45 — 47
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	91 — 92	92 — 93
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid....	46 — 46½	50 — 50½
Do. 6 per cent Convertible Bonds..	95 — 96	95½ — 96½
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	87 — 89	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	— — —	— — —
Panama General mort.....	91 — 93	91 — 93
Pennsylvania, 2d mort.....	97 — 99	97 — 99
Do. General mort.....	98½ — 99½	99 —100
Do. $50 shares.....	42 — 43	44½ — 45½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 31, 1873.

Stock Exchange and Money Market.

There has been a much easier Money market noted, with call loans quoted off to 5@7, chiefly at 5@6, and very choice to prime discounts at 6½@8 per cent per annum, on more liberal offerings of funds, and a less urgent inquiry from all sources for accommodation. The speculative demand has been on a less extensive scale, for Stock Exchange, and Gold Board purposes. The mercantile call has been fair, but not active, and has met with a prompt response from lenders at the current quotations. The city banks were relatively weaker in their reserves; while the U. S. Sub-Treasury reported a handsome addition to its specie balance, with a moderate loss of currency.

The city banks reported an addition of nearly two millions to their deposit line, with a loss of about ⅝ths of a million of their legal tender, and a small amount of their specie reserves. They enlarged their loan and discount averages nearly 1¾ millions, while enlarging their circulation slightly.

The city banks are yet ahead on their obligatory reserve, the last statement showing that they had $4,046,475 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, reduced its coin balance about ⅝ths of a million; and added nearly 1⅝th millions to its currency reserve. Its currency reserves at the close of the week were $23,285,864; and its coin board, $40,966,668.

The clearances of the banks averaged through the week 96½ millions a day, and amounted in the aggregate, for the whole week, to $578,673,926 as against $615,076,093 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,704,362 and reduced its coin reserve $607,048 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $20,632,600, against $20,708,600 same time last year. The city bank deposits are now $209,762,300 against $222,454,800, week ending May 26, 1872. The legal tender reserve amounts to $42,752,900, against $51,607,100 same time last year. The circulation now stands at $27,493,800 against $27,545,300 same time las year. The loans are now $279,846,300 against $283,601,100 at this date last year.

The coin reserve of the city banks is now about 20⅝ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 43¾ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 209¾ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,328,043 of currency, and $3,540,829 of gold, the latter including $2,297,000 from customs; and disbursed $2,623,681 of currency and $4,147,746 of gold, the latter embracing $932,020 of coin interest.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $103,595,335. The customs at the port of New York, for the week, were $2,259,380, and at the outports, about $750,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Wednesday were: Currency, $4,428,814; special deposits of legal-tenders for the redemption of certificates of deposits, $29,095,000; coin, $74,537,251, including, $26,560,200 in coin certificates; outstanding legal tenders, $356,539,800.

Gold has been moderately active, through the week. The speculative business has been the chief support of the market. Operators for a rise have been working energetically, though without very encouraging success, notwithstanding the exciting political reports from France, which were deemed unfavorable to the maintenance of confidence. The customs demand was about equal to the average call, on this account, at this season of the year. The specie export drain was comparatively limited. The produce shipments were quite liberal. The range of the price during the week has been from 117½@118⅝ and the closing quotation on Wednesday was 118¼@118⅜ against 117½ on Wednesday of the preceding week. The specie outflow last week, was $659,018. The Gold Exchange Bank clearances have averaged about 69 millions per day during the week.

The customs demand for Gold last week, averaged $388,000 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,653,682 against $639,612 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $122,015,975 against $144,670,479 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $71,591,216, against $74,668,343 during the same time in 1871-2.

The export drain of specie was $659,018 last week, against $4,378,679 same week preceding year. The shipments since July 1, 1872, have been $55,556,430 against $45,482,732 during the same portion of 1871.

Foreign Exchange has been in more liberal supply and quoted easier in price, on a less confident inquiry. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, at 109⅝@109⅞. The week's exports of Domestic Produce have been to the currency value of $5,205,204.

An active inquiry has been noted for Government securities, since our last, at a further improvement in price, on unusually limited offerings of the favorite issues, especially the six per cents of 1881, and the Five Twenties of 1867.

U. S. sixes of 1881 closed on Wednesday of this week at 122@122¼; U. S. Five-Twenties of 1862, 116¾@116⅞; U.S. Five-Twenties of 1864 at 116¾@116⅞; U. S. Five-Twenties of 1865 118@118¼; U. S. Five-Twenties of 1865 consolidated 118⅞@119; U. S. Five-Twenties of 1867, 121¾@121⅞; U. S. Five-Twenties of 1868, 119⅞@120⅛; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881 (Funding Loan) 116@116¼; Six per cent. currency Sixes from 116⅛@116⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 14.	May 21.	May 28.
Consols	93⅜	93¾	93¾
U. S. 5-20s, 1865....	91⅞	91½	91¾
" 1867	93⅝	94	94⅛
" 10-40s	88¾	88¾	88¾
New Fives of 1881...	89⅛	89⅛	89⅛
Erie	46¾	49	49

State bonds have been in fair, though not active request, at about steady prices on the more popular issues.

The Railway and Miscellaneous share speculation has been quite moderately active, and values have been generally very well supported. Union Pacific Shares, and Pacific Mail were the main exceptions, having been seriously depressed in price toward the close, by heavy offerings.

Railway Mortgage Bonds have been more sought after especially for home investment purposes, at firmer rates. Central Pacific Sixes have been in good demand and have been quoted higher closing at from 103¼@103¾. Chesapeake and Ohio Sixes have been also in more request and quoted up to 88½ and interest. Western Pacific Sixes have been selling more freely at 95. The Northern Pacific 7-30 Loan has been in more demand at par and interest, especially in view of the official limitation of the amount of this loan to be issued, determining the aggregate at thirty millions, of which sum more than two-thirds have already been successfully marketed. The bonds of the Central Railroad Extension Company of Long

Island have nearly all been disposed of at 90 and accrued interest.

There has been a moderate movement noted in n the line of general business. The Hardware and Earthenware trades have been dull. The Metal trade has also been inactive as, a rule In Copper the dealings have been light, though prices have favored buyers; sales 30 tons English at 30c.@30½c. and 40,000 lbs. Lake at 31c.@31½c. Pig Iron has been very dull, throughout, and prices have been somewhat nominal; 200 tons Glengarnock sold at $47. In old Rails further sales have been made of 2,000 tons double headed and T, at $50 and $49, respectively, four months' time and interest added, and rumored, 2,000 tons at Philadelphia, without particulars. Other kinds of Iron inactive. We quote Glengarnock Pig nominally at $47@$49; Eglinton do. at $46@$48; Coltness, $58@$60; No. 1 American Pig at $49@50; do. 2 do. at $46@$48; Wrought Scrap at $45@$48; English rails at $70@$71, gold; American Rails at Works, $80@$82 50. Pig Lead in slack demand at 6¾c.@6⅞c., gold, for ordinary foreign. Spelter has been slow of sale at 7⅝c.@7¾c., gold; sales, 10 tons, in lots, at the latter rate. Pig-tin has been comparatively dull with Straits quoted at 31c., and English at 30½c.; Banca, 36½c., gold; sales, 5 tons English at 30½c., gold. Tin Plates have been in moderate demand, with prices favoring purchasers; sales 1,000 boxes Charcoal at $11 37½: 500 boxes low quality Coke, on private terms; 500 boxes Charcoal Terne at $10 25; 250 boxes Coke at $9 37½, gold. Charcoal Plates quoted here at $11 25 @$11 75@$12; Charcoal Terne, at $9 75@$10 50; Coke, $8 75@$9 50; Coke Terne, $8@$9, gold, per box. Zinc in limited request at about former figures.

Domestic produce has been less active, and the leading articles have been quoted less firm in price. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,384,355 bales, against 2,615,918 bales same time in the preceding year, exports 2,326,513 bales against 1,841,321 bales in the previous year; stock at the ports at latest dates, 355,980 bales against 230,100 bales same date 1871.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed at from $4 30 @$5 22½, as against $4 27½@$5 12⅝ at the April sale.

Foreign goods have been in less request and less buoyant as to prices. The week's imports amounted to $8,585,218 including $1,479,407 of dry goods.

Ocean freights have been quoted firm, on a fairly active market especially for Grain and Petroleum room, which has been most sought after.

At the Live Stock Markets, Beeves have been in more request at from 9@13½ cts. Veals at 6@11 cts.; Sheep at from 4@7½ cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 8,000 Beeves, 4,735 Veal Calves, 17,040 Sheep and Lambs, and 35,363 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City 1st mort., 95; Gt. Western 1st mort., 1888, 96; North Missouri 1st mort., 91; Canada Southern 1st mort., 94; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Boston, Hartford and Erie 1st mort., 35; Toledo, Peoria and Warsaw 1st mort., W. D., 88½; do. E. D., 93½; do. consol., 85¼; Galena and Chicago 1st mort., 103½; St. Louis, Jacksonville and Chicago 1st mort., 91; Am. Dock and Imp. 7s, 97½; New York and New Haven 6s, 100; Chicago and Milwaukee 1st mort., 94; Lake Shore and Michigan Southern 7s, consol., reg., 100; do. coupon, 97½; Clev., Paines. and Ash. 7s, old, 98; Albany and Susq. 2d mort., 97⅝; Ohio and Mississippi 7s, consol. S. F., 95; Buffalo, New York and Erie, 1st mort., 96; Long Dock bonds 99; Belleville and Southern Ills. 1st mort., 96; Joliet and Chicago 1st mort., 107½; Mil. and St. Paul 7s, Iowa div., 84½; Del., Lack. and Western 7s, consol., 103; Pacific 7s, guar. by Mo., 98¾; Cedar Falls and Minnessota 1st mort., 80; New Jersey Southern R. R., 30; do. 1st mort., 74; Joliet and Chicago R. R., 94: Rensselaer and Saraoga R. R. 105; St. Louis and Iron Mt. R. R., 88½; Atlantic and Pacific pref., 25; Pacific R. R., of Mo., 46; N. J. Land and Imp., 58; At. M. S. S. Co., 1; Western Union Tel., 84⅞; do.7s, 97; Quicksilver pref., 49; U. S. Express 71¼; Am. Mer. Union Exp., 68; Adams Exp., 94; Consol. Coal of Md., 54½; Pennsylvania Coal, 230; Maryland Coal, 25; Spring Mt. Coal, 52; N. C. 6s, Fund Act, 1866, 18; Alabama 8s, 1893, 86; Louisiania 6s, old, 50; N. Y. State 7s, B. L., coupon, 106⅜; do, reg., 106½; South Carolina 6s, new, Jan. and July, 15.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 75½; Pennsylvania and New York 7s, 101; Pennsylvania Canal 6s, 69¼; Huntingdon and Broad Top Mt. 7s, consol., 64; Philadelphia and Reading Gen'l mort., coupon, 103; do. reg. 104; do. 7s, new conv., 106; Lehigh Valley 7s, new, 104; Reading C. and I. Co. mort., 93; Wilmington and Reading 7s, 100; Morris Canal 1st mort., 93½; do. 2d mort., 93; Catawissa new pref., 32½; Pennsylvania R. R. allotments, 54¾; Camden and Atlantic pref., 42; Allegheny County 5s, 78⅞; Pittsburg 5s, 74; Fulton Coal 5½. The latest quotations are: City 6s, 97¾@98; do. free of tax, 102¾@—; Pennsylvania State 6s, 1st series, 101@—; do.2d series, 106@106¾; do. 3d series, 109@109; Philadelphia and Reading 58⅛@58¼; do. Gen'l mort. 7s, coup., 103@103; do. reg., 103½@104; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106½; United New Jersey R. R. and Canal Co., 119¾@120; Camden and Amboy mort. 6s, 1889, 94½@94¾; do. 1883, 92@92; do. 1889, 90@90; Pennsylvania R. R., 55⅛@55¼; do. allotment, 54⅞@55; do. 1st mort., 102@102¾; do. 2d mort., 97½@98; do. General mort. coupon, 93½@94; do. reg., 95@96; Little Schuylkill R. R., 46½@47; Morris Canal, 50@50; do. pref., 124@125; do. 6s, 93@95; Susquehanna Canal, 7¾@9; do. 6s, 74@76; Schuylkill Nav., 7@8; do. pref., 14@14½; do. 6s, 1882, 77@77¾; do. 1872, 80@81½; Elmira and Williamsport pref., 85@40; do. 7s, 1873, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation, 42@42; do. 6s, 1884, 88@89⅛; do. R. R. Loan, 92¼@—; do. Gold Loan, 93@94; North Pennsylvania, 47½@48; do. 6s, 98@98½; do., 7s, 98 @98¼; do. Chattle 10s, 106@109; Philadelphia and Erie, 25@25¾; do. 6s, 88@89½; Minehill, 52½@52¾; Catawissa, 20@21; do. pref. 42@43; do. new pref., 32¼@32¾; do. 7s, 1900, 101½@102; Lehigh Valley, 61⅛@61⅜; do. 6s, new coupon, 97½@97½; do. reg., 98½@99; do. 7s, 104@104; Fifth and Sixth streets, (horse,) 51½@51½; Second and Third, 57@58; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 31@32; Green and Coates 49@50; Chestnut and Walnut, 58@60; Hestonville, 18½@19¼; Germantown, 33@—.

Boston.—Burlington and Missouri River R. R., 106; do. L. G., 7s, 95¼; Ogdensburg and Lake Champlain Equip. 8s, 96¾; Boston, Clinton and Fitchburg 7s, 90; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 85¾; Vermont and Massachusetts R. R. 7s, 1879, 99⅞; Central R. R. of Iowa, 7s, gold, 73¼; Western R. R. 6s, 1875, 97¾; Sandusky City and Indiana 7s, 89¾; Boston and Lowell 6s, 1879, 97; Detroit, Hillsdale and Indiana R. R. 8s, 79½; Old Colony R. 7s, 1877, 102⅛; Illinois Grand Trunk 8s 99; Chicago, Burlington and Quincy 7s, 94; Quincy and Warsaw 8s, 100; Norwich and Worcester R. R., 132; Cincinnati, Sandusky and Cleveland R. R., 15; do. pref., 34; do. 7s, 1890, 80½; Connecticut and Passumpsic Rivers R. R., 82½; Portsmouth, Gt. Falls and Conway R. R., 94¾; do. 7s, 100; Atchison, Topeka and Santa Fe R. R., 20⅜; do 1st mort., 73; Rutland R. R. pref., 56½; do. scrip, No. 1, 97½; do. No. 2, 95½; do. No. 3, 93½; Burlington and Missouri R. R. in Nebraska, 61; do. 8s, old, 99¾; Summit Branch, 43; Eastern (N. H.) R. R., 100½; Cary Imp., 11⅝; Waverly Land, 4¼; Boston Water Power, 29; do. scrip, 71¼; Maine 6s, 1889, 99¾; Massachussetts 6s, 1876, reg. gold, 101¾; New Hampshire 6s, 1884, 98; Chicago 7s, River, 99⅛; do. sewerage, 99½; Boston 5s, 1883, gold, 98¼; do. 6s, 1880, currency, 99; do. 1876, 98½; Belfast 6s, 1898, 89; Lowell 6s, 1890, 95⅛; Cambridge 6s, 1882, 95½; Charlestown 6s, 1892, 95¼; St. Louis 6s, 89½; Allouez Mining Co., 9¼; Calumet and Hecla, 161; International Silver, 75c.; Madison, 65c.; Petherick, 3¼; Ridge, 8½; St. Clair, 2½; Shuniah Silver, 87½.

Baltimore.—Western Maryland 3d mort. guar. 97; do. guar. by Washington Co., 84; Wilmington, Columbia and Augusta 7s, 81; Central Ohio 1st mort., 86¼; Virginia and Tennessee 8s, 88; Orange, Alex. and Manasses 7s, 81¼; Northern Central 6s, 190C, gold, 93¾; Virginia consols, coupons, 78¾; Maryland Defense 6s, 106; George's Creek Coal, 122; Santa Clara Mining Co., 4.35. The latest quotations are: Wilmington, Columbia and Augusta bonds, 81@81; Pittsburg and Connellsville 7s, 1898, 95@95¾; Baltimore and Ohio, 172@174; do. 6s, 1875, 98⅝@—; do., 1880, 97⅜@97½; do., 1885, 96½ @97; Parkersburg Branch, 11@11¼; Northern Central, 38@39; do. 6s, 1885, 93@93; do., 1900, 83@85; do., 6s, 1900 gold, 93½@94; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885,90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101½; do., 2d mort., 7s, 89@89¼; do., 3d mort., 8s, 83¾@84; Central Ohio, 40½@41½; do. pref., 41@42½; do. 1st mort., 86¼@86¾; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@97; do. 2d mort. guar., 96½@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 95@96; do., 2d mort. 6s, 88½@89½;

do., 3d mort. 8s, 89¾@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98⅞@99; do., 1884, 99¾@—; do. 1886, 99½@100; do., 1890, 99½@99¾; do., 1893, 97@97; do. 1893, exempt, 102@102; do., 1900, exempt, 99@99; do. 1900, new, 98@98⅝; do. 1902, 100¼@100½; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 105½@106¼; Virginia 6s, old, 37⅝@—; do. coupon old, 38@40; do. consol. 6s, 54⅞@55; do. reg. 51@54; do. coupons, 77½@78½; West Virginia, 10⅝@11½; City Passenger R. R., 17¾@21; George's Creek Coal, 120@127.

Pennsylvania and Sodus Bay Railroad.

By an act passed by the New York Legislature on the 27th of March, 1873, the Pennsylvania and Sodus Bay Railroad Company is authorized to construct its road upon the most direct and feasible route northward from where the said road shall cross the New York Central and Hudson River Railroad, in the town of Seneca Falls, via Clyde and Rose Valley, to its place of termination at or near Nicholas Point, on Sodus Bay, in the county of Wayne, in the State of New York, and to maintain and operate its said railroad on said route the same in all respects as if said route had been named and specified in its original articles of association. But if the route of the road shall be changed, and built upon a route not running into or through the town of Waterloo, then the town shall be relieved from its liability to subscribe to the capital stock of the company, and the commissioners appointed to create and issue the bonds of the town of Waterloo in aid of the construction of the said Pennsylvania and Sodus Bay Railroad, shall not create and issue such bonds.

☞ Thomas D. Messler, of Pittsburg, Pa., has been elected President, and F. M. Hutchinson Secretary and Treasurer of the Lawrence Railroad Company. The directors are: Thomas D. Messler, J. N. McCullough, G. W. Cass, John B. Jackson, A. L. Crawford, R. W. Cunningham and Caleb B. Wick. This road was recently consolidated with the Youngstown and Canfield.

☞ The directors of the United Railroad and Canal Companies of New Jersey, recently elected, are: John J. Astor, Wm. G. Cook, A. L. Dennis, Benjamin Fish, Hamilton Fish, Cambridge Livingston, Nehemiah Perry, Isaac W. Scudder, John G. Stevens, R. F. Stockton, Ashbel Welch, Samuel Welch.

☞ Coupons of the First Mortgage Bonds of the Wilmington, Columbus and Augusta Railroad Company, maturing June 1st, will be paid at the office of the Safe Deposit Company, South street, Baltimore.

☞ Cars have commenced running from Red Bank to New Bethlehem, on the Eastern Extension of the Allegheny Valley road. Meanwhile work on the rest of the way is being pushed with energy.

☞ The Davenport and St. Paul Railway has been finished to Fayette, Iowa, ninety miles from Rochester.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST.,
NEW YORK, May 26, 1873.

☞ We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York City; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered. Price 88 1-2 and accrued interest. Secured by a First Mortgage on the main line of this great East and West Trunk Road, from Richmond to the Ohio River, 420 miles in length, now completed and doing a large and rapidly-increasing business.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York City; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest—secured by a First Mortgage on the Peninsula Division, from the Richmond Depot to the James River Docks and to Deep Water on the Chesapeake Bay, now in progress; the proposed Kanawha River Branch, and the Bridge to be built across the Ohio River at Huntington; in addition to which they are a lien upon the entire Road and equipment already completed at a cost of over $35,000,000, with a First Mortgage Debt of only $15,000,000. The rapid development of the business of the Road indicates that the earnings for the ensuing twelve months will not be less than $3,000,000, and for the succeeding year not less than $5,000,000.

The Chesapeake and Ohio Securities should, and must in time, take rank in the markets of the world with those of the Central Pacific.

We also buy and sell, at current market prices:

The WESTERN PACIFIC SIX PER CENT BONDS—Principal and Interest payable in Gold in New York City; Interest payable January 1 and July 1; Coupon Bonds of $1,000 each; assumed by the Central Pacific Railroad Company by consolidation.

Also, the CENTRAL PACIFIC GOLD BONDS, as well known in all the principal money markets of the world as the Bonds of the United States Government.

We also deal in Government Bonds and other first-class Securities; receive deposits, on which we allow four per cent interest; make collections, and do a general Banking business.

FISK & HATCH.

☞ The attention of Railroad Companies, Locomotive Manufacturers, Car Builders, etc., is invited to the Advertisement of Messrs. PHELPS, DODGE & Co., in another column of this week's issue.

☞ The earnings of the Erie Railway Company for the week ending May 15, 1873, were $451,026, and since November 1, 1872, $9,638,756—an increase over the corresponding period of the previous year of $247,620.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Vermont Railroad.

The Central Vermont Railroad Company (successor to the Vermont Central) was organized at St. Albans, Vt., on the 21st inst. The meeting was called by the commissioners named in the charter, all three of whom were present. The whole number of ballots cast for directors was 18,045, and the following board was unanimously elected: J. Gregory Smith, Worthington C. Smith, St. Albans; Joseph Clark, Milton; B. P. Cheney, Boston, present trustees. William Butler Duncan, S. L. M. Barlow, J. Q. Hoyt, G. H. Brown, J. S. Schultz of New York; Trenor W. Park and J. G. Mc Cullough of Bennington; J. B. Page of Rutland; J. R. Langdon of Montpelier. At a meeting of the directors, held on the 27th inst., Hon. John Gregory Smith was elected president and Hon. Worthington C. Smith was elected vice-president. The election of the other officers was postponed until the next meeting.

☞ Peter B. Brigham has been chosen President, E. H. Spalding Vice President, John B. Goodrich Clerk, and C. A. Putnam Treasurer of the Nashua, Acton and Boston Railroad Company. The business prospects of the road are said to be very encouraging. It will be opened to the public early in June.

☞ It is stated that all the work on the Massachusetts Central Railroad, between Amherst and Northampton bridge, can be done in sixty days, and the whole road through from Belchertown to the bridge in four months.

☞ The lease of the Bangor and Piscataquis Railroad to the European and North American Railway Company will probably go into effect about the first of June.

☞ The Bucksport and Bangor (Me.) Railroad is to be graded from Bucksport to Brewer by the 1st of August, and completed by December.

☞ General Echols of Virginia, has resigned the presidency of the Louisville, Cincinnati and Lexington Short-line Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—SUCCESSIVE ACTIONS CANNOT BE MAINTAINED FOR INJURIES FOR A SINGLE WRONGFUL ACT; BUT IS ENTITLED TO RECOVER COMPENSATION FOR PROSPECTIVE INJURY IN ONE ACTION.

The recent case of Filer *vs.* The New York Central Railroad Company, (49 N. Y., 42), was an action brought to recover damages to plaintiff in consequence of injuries sustained by his wife, Mrs. Helen M. Filer, while a passenger of defendant at Fort Plain on the night of the 4th of Nov., 1864.

Mrs. Filer left Rochester for Fort Plain on the evening of the 4th of Nov., on a train which was to arrive at Fort Plain between 3 and 4 o'clock the following morning. As the cars approached the station they went very slow, but did not stop.

As Mrs. Filer, pursuant to the direction of the brakeman, attempted to get off, her clothes caught in the steps; she was thrown down and dragged a considerable distance.

The shock rendered her insensible for a short time. Her back was bruised and she was lame and suffered pain in her back and hip which has continued. The lameness and pain at length in the early winter of 1866-'67 resulted in *Osoas* abscess.

The jury rendered a verdict for the plaintiff. The following is the opinion of the court delivered by—

ALLEN, J.—Successive actions cannot be brought by the plaintiff for the recovery of damages, as they may accrue from time to time, resulting from the injury complained of, as would be the case for a continuous wrong or a continued trespass. The action is for a single wrong, the injury resulting from a single act, and the plaintiff was entitled to recover not only the damages which had been actually sustained up to the time of the trial, but also compensation for future damages; that is compensation for all the damages resulting from the injury whether present or prospective. The limit in respect to future damages is that they must be such as it is reasonably certain will inevitably and necessarily result from the injury. To exclude damages of that character, in actions for injuries to the person, would necessarily, in many cases, deprive the injured party of the greater part of the compensation to which he is entitled. (Curtis *vs.* R. and S. R. R. Co., 18 N. Y., 534; Drew *vs.* Sixth Av. R. R. Co., 26 N. Y., 49.) Any evidence, therefore, tending to show the character and extent of the injury and its probable results, as well as the probability of a return of the disease induced by the injury, in the ordinary course of nature, and without any extrinsic superinducing cause, was competent to enable the jury to determine the compensation to which the plaintiff was entitled. In the case of a fractured limb, it was thought that the present and probable future condition of it were proper matters of inquiry. (Lincoln *vs.* Sar. and Sch. R. R. Co., 23., W. R., 425.) The consequences of a hypothetical second fracture were deemed too remote. The question of Dr. Faling as to the probability, from his experience and medical knowledge, of a recurrence of an inflammation of the injured muscle, and his answer that he could not say the probabilities were very strong, but that he should feel, speaking from experience, that there was danger of the return of the inflammation and accumulation of the fluid, was competent. The evidence was that of a medical expert, as to the ordinary or probable course of disease in the injured muscle, which had resulted directly from the injury complained of, and related to the future condition of the person injured, so far as that condition could be ascertained from medical learning and experience. So, too, the opinion of the same physician, that he should expect, if there was no return of inflammation, that the general health of Mrs. Filer would improve, but would always be somewhat impaired, was proper and competent, to enable the jury to ascertain the actual extent of the injury to the plaintiff.

There is no evidence other than of experts by which courts and juries can determine whether a disease or an injury has been or can be permanently cured, or what its effect will be upon the health and capability of the injured person in the future. The hypothetical opinion of Dr. Hillman as to the cause of the abscess was competent, and the answer cautiously given that if they could find no other cause they would naturally attribute it to the injury complained of, and that such injury received in 1864 was competent to produce the condition he saw in 1867 were properly allowed.

Some latitude must necessarily be given in the examination of medical experts, and in the propounding of hypothetical questions for their opinions, the better to enable the jury to pass upon the questions submitted to them. The opinion is the opinion of the expert, and if the facts are found by the jury as the counsel by his questions assumes them to be, the opinion may have some weight, otherwise not. It is the privilege of the counsel in such cases to assume, within the limits of the evidence, any state of facts which he claims the evidence justifies, and have the opinion of experts upon the facts thus assumed. The facts are assumed for the purposes of the question, and for no other purpose.

There was no error in the refusal to charge as requested. The question submitted was whether the abscess and consequent illness was caused by the injury received in November, 1864, and if that was found in the affirmative, the plaintiff, if the other facts were found in his favor, was entitled to recover. There was no evidence authorizing the submission of the question whether the abscess might not have been in part caused by the injury spoken of, and in part by some other means. The other questions made by this appeal are considered and disposed of in the action of the suit of Helen M. Filer.

There was no error upon the trial, and the judgment must be affirmed.

Judgment affirmed.

☞ The Fincastle (Va.) *Herald* learns that Rebecca Furnace, situated near Dagger's Springs, in Botetourt county, will shortly be put in operation, and that Glenwood Furnace in Arnold's Valley, in that county, has been rented by a New Jersey firm, who will soon set it to blowing again. The new railroads about reaching into the valley revives the mineral region enterprises.

☞ The New York Central and Hudson River Railroad Company assumed control on the 26th inst. of the New York and Harlem Railroad, which they have leased. Mr. C. M. Bissell is Superintendent of the road.

☞ The Managers of the Northern Pacific Railroad have resolved to limit their 7.30 per cent. Gold Loan to $30,000,000, of which $21,000,000 have been sold. With the sales already made more than 500 miles of the Road have been opened and the title to nearly ten millions acres of Land have been earned. These lands, as far as they have been marketed, average $5 66 per acre, chiefly to actual settlers of European immigration. The Company, after disposing of $9,000,000 additional Bonds bearing 7.30 per cent. Gold Interest, (which is now being disposed of through the usual agencies.) have resolved to prosecute the work with Money borrowed at no higher Gold Interest than 6 per cent.

☞ Within the last year the Allegheny Valley Railroad Company has leased the Oil Creek and Allegheny River and the Buffalo, Corry and and Pittsburg Railroads, and now extends its direct line to Lake Erie, feeding it with important branches. This company has control of three hundred miles of track, and within the present year will control fully five hundred miles. The company is now building a very important extension, of one hundred and ten miles, from Red Bank, on its present line, to Driftwood, in Cameron county, and will thus get what is claimed to be the best route across the Alleghenies.

☞ The contracts for the graduation and masonry of the Berks County Railroad, between Lenhartsville and Slatington—the balance of the road—have been awarded as follows: Section No. 20, Cyrus Diller; 21, P. Conry; 22 and 23, Wm. Call; 24, M. F. Huy; 25, F. Grosh; 26 and 27, Wannemacher & Beard; 28, S. J. Schaeffer; 29, Crane & Thompson; 30 and 31, J. W. Bradley & Co.; 32, Daniel German; 33, J. A. Breen & Co.; 34, 35 and 36 Britton & Doane. Several of the contractors have already commenced work, while the rest are making preparations to do so.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 17, at 443,528 tons, and for the coal year at 6,085,815 tons, against 5,954,402 tons to corresponding time last year, being an increase of 81,413 tons. The bituminous tonnage for the week is 57,562 tons, and for the year 768,063 tons, giving a total of all kinds for the week of 501,090 tons, and for the year 6,703,878, tons, an increase as against production to same time last year of 88,516 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 15 are: freight, $45,402 81; passengers, $30,494 56—total, $75,897 37.

☞ The Danville (Va.) *Times* says that they have commenced again to lay the track of the Lynchburg and Danville Railroad.

TOLEDO, PEORIA AND WARSAW RAILWAY CO.
No. 80 Broadway, Room 38, N. Y., May 28, 1873.

THE COUPONS due June 1, 1873, on the first mortgage bonds of the Toledo, Peoria and Warsaw Railway Company, Burlington Division, will be paid at the office of the company on and after that date.

THOS. H. WILLIAMS, Ass't Sec'y.

OFFICE OF THE TOLEDO, PEORIA & WARSAW RAILWAY CO.
New York, May 28, 1873.

THE COUPONS due June 1, on first mortgage bonds of Toledo, Peoria and Warsaw Railway Company, Eastern Division, will be paid at the office of the company on and after that date.

THOS. H. WILLIAMS, Ass't Sec'y.

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OFFICE OF THE PACIFIC MAIL STEAMSHIP CO., 59 and 61 Wall-st., New York, May 29, 1873.

NOTICE TO STOCKHOLDERS.—At the annual election for Directors of this Company, held on the 28th inst., the following Shareholders were elected Directors for the ensuing year:

GEO. H. BRADBURY, CHAS. J. OSBORN,
T. W. PARK, RUSSELL SAGE,
JAMES D. SMITH, GEO. S. SCOTT,
JOHN M. BURKE, GEO. H. PALMER,
RUFUS HATCH.

The total number of votes were 161,802; and at a meeting of the Board held 28th inst., the following officers of the Company were unanimously elected, viz: President GEORGE H. BRADBURY; Secretary, THEODORE T. JOHNSON; Treasurer HENRY SMITH.

By order of the Board,
THEO. T. JOHNSON, Secretary.

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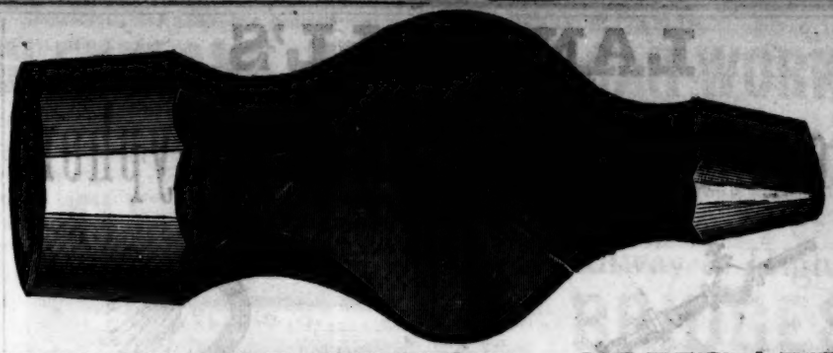

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

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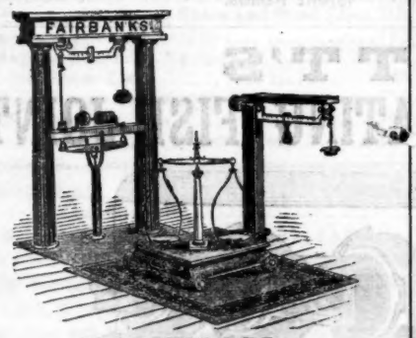

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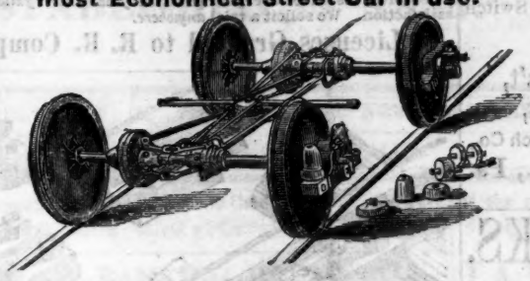

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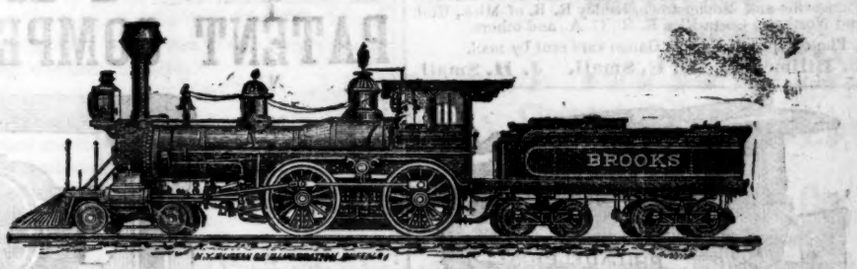

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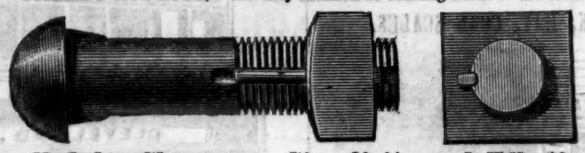

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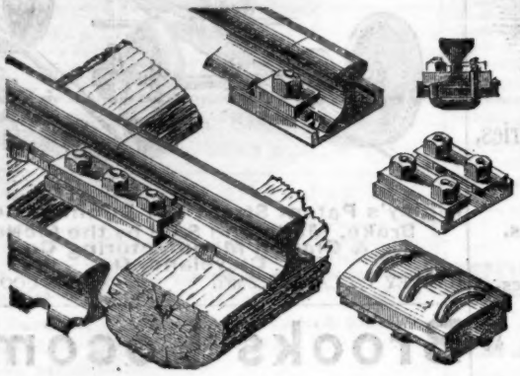

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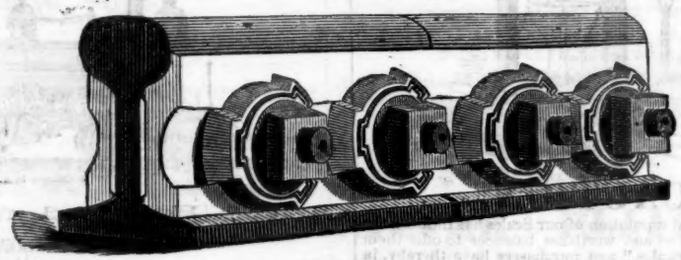
PRATT'S

PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.